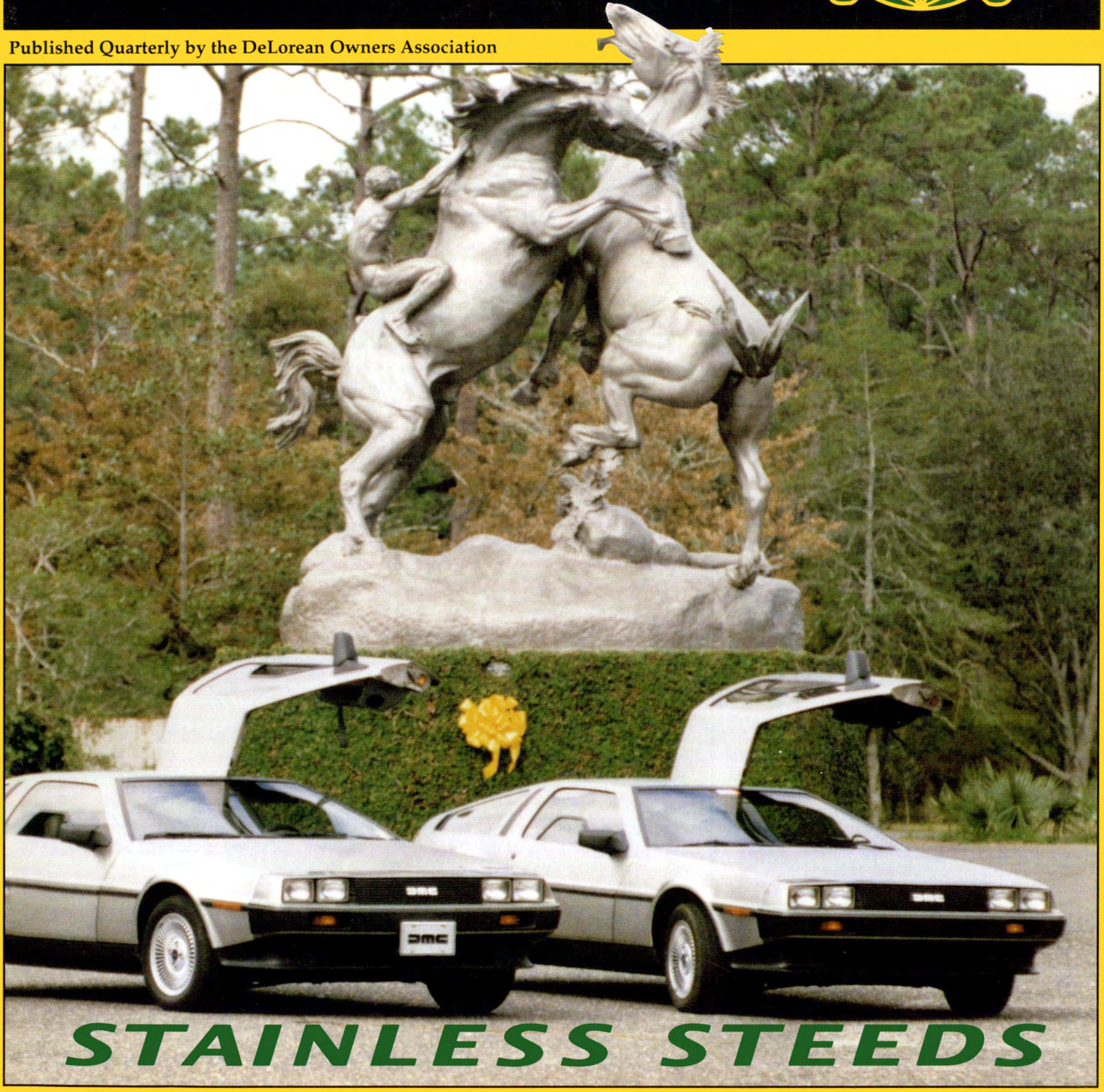
DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

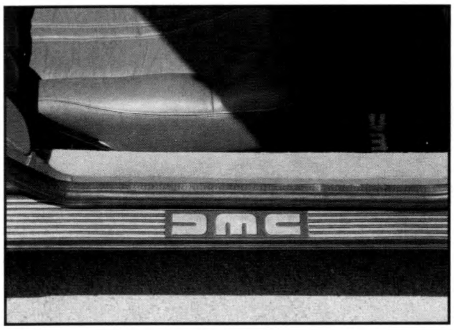


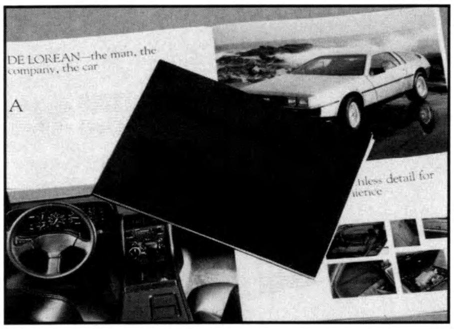
STAINLESS STEEDS

De Lorean Parts

TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

"NU DESIGN" BUMPER & DOOR SILL LETTERS – These letters are made of a vinyl material that look exactly like the stainless steel on your car. The letters are mylar covered so they never need polishing. They are guaranteed for 5 years. Bumper Letters $34.95, Door Sill Letters $29.95, Both only $59.95.





ORIGINAL DELOREAN BROCHURE – Original full color brochure that came with the car. 16 pages with 2 large, fold-out color pictures of the car. $8.85 ea.

Send for a FREE catalog.

Add $4.00 (UPS) shipping and handling

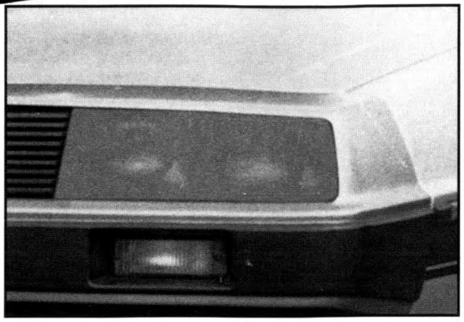
Send check, money order or for C.O.D. to:

TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702,
(818) 334-5262

(CA residents add 6.5% sales tax)

REAR LOUVER BRACE – Attaches to underside of louver to prevent flexing or cracking. $44.95

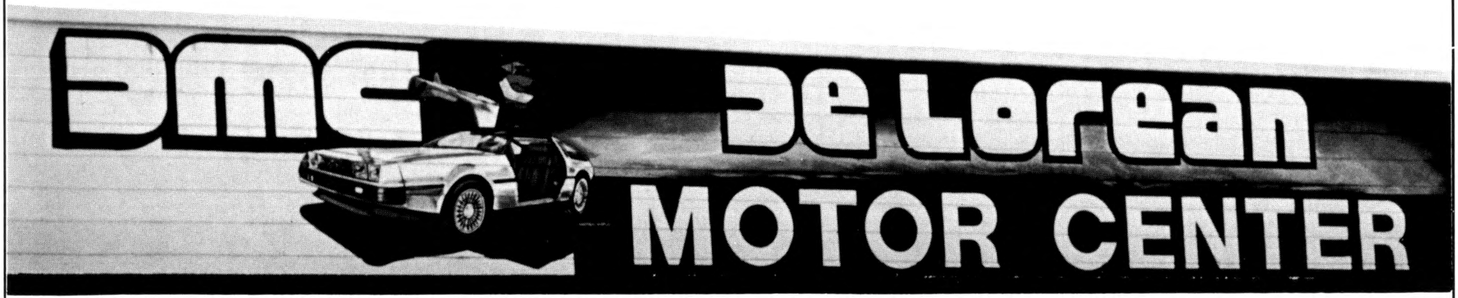
BATTERY CUT OFF SWITCH – Disconnects the battery from the car while setting for long periods. $44.95



TINTED HEADLIGHT COVERS – Smoke colored – will fit flush – no drilling required. $75.00 set

1. **HANDS OFF SIGN** – Keeps people from touching your car (two sided in plastic) $1.00 each
2. **CERAMIC HEAT SHIELD** – Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
3. **KEY CHAIN** – Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
4. **CABLE RELEASE** – Will open hood or deck lid if stock factory cable breaks. $8.00 set
5. **ALUMINUM DOOR HANDLES** – These are exact copies of the plastic door handles, but made of die cast aluminum anodized black with all instructions for easy installation. They won't break. $49.95 each
6. **ENGINE OIL COOLER** – Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
7. **SHOCK LOCKS** – (hood or deck) Holds hood or rear louver from accidentally closing. Front $7.95 Rear $15.95
8. **OIL FILTER ADAPTER KIT** – Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
9. **AUTOMATIC TRANSMISSION OIL COOLER** – Cuts transmission temperature 25°. Easy to install. $69.95
10. **WHALE TAIL** – Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary) Call for more information
11. **PEWTER 1/43 SCALE DELOREAN MODEL** – (stainless finish) these miniatures measure $4\frac{1}{2}$ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95. **PEN SET** – with pewter DeLorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95
12. **TIE TAC** – Black with raised DMC logo. $6.95. **BELT BUCKLE** – Pewter with 2" x $3\frac{1}{2}$" black porcelain inlay. $15.95
13. **LICENSE PLATE CLOCK** – Brushed aluminum with raised DMC logo and frame. $23.95. Plate also available without clock. $7.95
14. **SHIFTER BOOT** – Exact replacement that WON'T SLIDE AROUND! Steel base and Cabrette Leather. Black or Gray (Easy installation). $79.95
15. **INTERIOR PROTECTOR** – Keeps sunlight out of the car completely. Fits on the outside of the windshield and locks thru the doors thus eliminating heat as well as damaging ultra violet rays from entering your car. Cotton back so it won't scratch! Rolls or folds up for easy storage. $39.95
16. **MUFFLER BRACKET** – Replacement Muffler Brackets fix that weak link that holds that muffler up. Cut from $\frac{1}{8}$ inch steel plate, ready for easy installation. $29.95 each
17. **STEERING WHEEL COVER** – Keeps the sun's heat and damaging ultraviolet light off that expensive leather wrapped steering wheel. Slips over the steering wheel so it's easy to take on & off. Can also be used on other cars. $10 each
18. **ALTERNATOR CONVERSION KIT** – Everything needed to convert stock to a Delco alternator (alternator not included). $49.95

YOUR DELOREAN IS BETTER SERVICED AT:



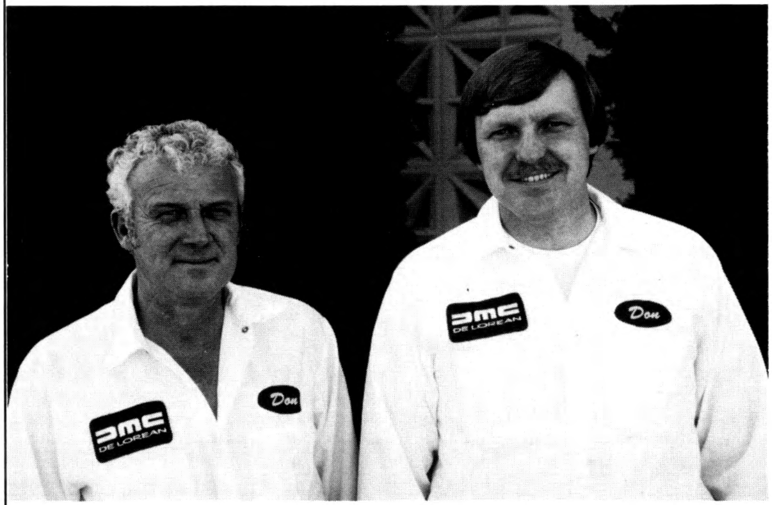
Performance by California's Best:

TAKE THE GUESSWORK OUT OF REPAIRS - OUR 27 COMBINED YEARS OF DELOREAN FACTORY EXPERIENCE SAVES YOU MONEY!

DON STEGER
State Certified for smog

DON EITLEMAN
Thirty years in auto body repair
With 9 Years in Stainless Steel

Both Factory trained



Specializing in:

- Preventive Maintenance (Most Important)
- Turbo Installations - Single & Twin
- Full transmission repair - Automatic and Standard - Send them & we will rebuild
- Glass Installation & Fiber glass repair
- For out of state body repair, we will come to you - Have hammer will travel
- Complete rebuilding & repair of engines
- DeLorean Collision Specialists
- Metal Finishing - Send your panels to have dents & scratches removed
- Modifications
- Frame Repair
- Custom Paint Jobs
- Computer alignment:
  Front caster and toe-in adjustable
  Rear camber and toe-in adjustable

CALL US FOR OUR SPECIALS

Days:	714 554-6794
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DELOREAN PARTS AVAILABLE FROM OUR INVENTORY!
WE CAN SHIP PARTS . . . ANYWHERE.

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DeLorean Motor Center
13881 West Street, Garden Grove, California 92643
(4 miles south of Disneyland)

DeLOREAN OWNERS ASSOCIATION
MEMBER

DELOREAN SPECIALTIES, INC. 220 Locust Street, Suite 12-F Philadelphia, PA 19106

#1. STAINLESS FREE-FLOW MUFFLER

Sound & Horsepower!

A claimed 15% increase in power and torque. That's 18-20 horsepower at the rear wheels. Very noticeable! Faster acceleration! Has 2¼" exhaust pipes - looks great!

This muffler sounds deeper and a little louder. Manufactured from grade 304 stainless steel, it won't rust. A high-quality item. Bolts on!

Catalytic Converter Bypass, Stainless
Converter Bypass Resonator, SS

#2. CARPATHIAN BURLWOOD TRIM SET

Here's the Wood!

Treat yourself and your car to traditional British luxury. Add the warmth and beauty of our Carpathian Elm Burlwood interior trim set!

Set includes dash top strips, upper and lower console covers including AC vent surround and radio face. Easy to install and remove - won't damage stock parts. Protects them! (Fits 5-speed cars & Black interiors, too!)

Horn Pad Cover w/DMC Logo
Glove Box Lock
Instrument Pad Cloth Cover

#3. AERO-SIDESKIRTS WITH AIR SCOOPS

Lotus Designed!

Lotus developed these ducted skirts after extensive wind tunnel testing to achieve maximum cooling airflow. The design suits the DeLorean well! Includes 2 flexible air tubes.

Good ground clearance. The ruler in Photo #3 shows 6½" of clearance under the skirt. (And this car has been lowered with our Euro springs.)

Quarter-panel Extensions

#4. AERODYNAMIC REAR WING

A Tail for Your Gull!

Finally, a rear wing that doesn't block your view out the back! We've designed the wing stanchions to put the thin wing exactly in line with one of the slats on the rear louver.

Light weight, quality aluminum and fiberglass construction. Painted. Size - 1" x 6" x 52"; 7 lbs.

Tail light blackout Panel
Eye-level brake light
Stainless DeLorean letters
Stainless "DMC" for door sills

#5. RADIO CONTROLLED MODEL

Asphalt Racer!

A great idea for DOA club outings. Eight cars can be raced at a time.

The 1/12th scale car is over 14" long. Easy to assemble kit includes a twin-stick radio, detailed clear DMC body and motorized chassis.

Body, Motor and Chassis
Clear Lexan DeLorean Body

#6a. EURO-SPEC SPRINGS

Two-Year Guarantee!

We imported a set of Euro-Spec. springs from England and had them reproduced here in the USA using computer controlled machinery, the best PVC-coated rust protection and tough American spring steel. Satisfaction guaranteed!

Gain all these benefits: a lower nose, improved handling, easier steering and a smoother ride. More supple riding.
(Lowered car in Photo #3.)

#6b. REAR ANTI-ROLL BAR

Makes a Difference!

The DeLorean didn't come with a rear bar. Automotive magazine test drivers criticized it for front end plowing on turns, sluggish turn-in response, and rear-end body roll. We fixed it!

The manufacturer of our anti-sway bar handling kit happens to own a DeLorean. Can't do better than that. This handling kit works! Improves both stock or lowered suspensions.

#6c. KYB GAS-AJUST SHOCK ABSORBERS

Lifetime Warranty!

Stock Girling shocks are no longer in production. So we asked KYB to dissect the stockers and make new high-performance gas shocks to fit.

They give better shock control over large bumps and less harshness on small bumps - due to better valving and their famous automatic Gas-Ajust-ability.

After 7 years, your shocks may have deteriorated or lost gas pressure - even just from sitting.

#7. DELOREAN PILOTS SATIN JACKET

Show Your Colors!

Lined jacket with embroidered DMC and DeLorean logos. Limited supply!

#8. PEWTER CAR WITH THE DOORS UP

A Collector's Item!

Doors are open, and full interior! Companion to the doors-down model.

Car Mounted w/pen set
Doors Down Pewter Car
Bookends (both cars)
Pewter Key Chain "DMC"

#9 HISTORIC MARQUE TECHNICAL POSTER

A True Frame Up!

Three color photos, color cut-away illustration & technical data panel. 19" x 25".

FOUR LOWER SPRINGS (Not Shown)

Don't Torch Them!

Thinking about swapping your front springs and torch-cut rear springs to lower your DMC? First, consider our custom wound, new coil springs.

Stock front and rear specifications are used - only shorter. Lowers the front approximately 2" and rear 1". Now PVC-coated.

LOWER FRONT SPRINGS (Not Shown)

Make It Look Right!

Exact reproduction stock DMC front springs - except they are shorter. Lowers front approximately 1½". For better visibility out front and easier steering - you'll be amazed!

Things For People Who Dream DeLorean!

DeLorean Specialties, Inc.

Order Line, Toll Free call: (800) ASAP-DSI or (800) 272-7374
To "Talk Tech" call: (215) 625-4932 Evenings & Weekends only

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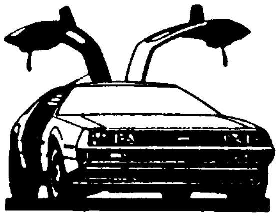

QTY	EXCITING DMC PARTS AND ACCESSORIES!	PRICE	
	LOWER FRONT SPRINGS (1½" lower)	$175.00	
	FOUR LOWER SPRINGS - stock ride	350.00	
	FRONT AIR DAM WITH DRIVING LAMPS	$375.00	
	FRONT AIR DAM WITH AIR SCOOPS	275.00	
	TURNSIGNAL LIGHT BLACKOUTS (front)	29.50	NEW
	HEADLIGHT BLACKOUT COVERS	75.50	
	TAIL LIGHT & LICENSE PLATE BLACKOUTS	145.00	
	STAINLESS LETTERS - DeLorean Grill Badge	50.00	NEW
	FLOOR MATS "DMC" (Gray or Black)	$125.00	
	DASH COVER (Gray or Black)	39.50	
	WINDSHIELD SUNSCREEN with storage bag	51.50	
	STAINLESS BUMPER & SILL LETTERS	$95.00	
	PEWTER "DMC" KEY CHAIN	10.00	
	PEWTER "DMC" TIE TAC	7.00	
	GULL-WING WATCH	59.95	
	DUAL EXHAUST HEADERS	$400.00	
	HEADERS WITH 2 TURBO MUFFLERS	$600.00	
	EYE LEVEL BRAKE LIGHT (top louver)	$76.50	
	EYE LEVEL BRAKE LIGHT (T top)	97.00	
	HALON FIRE EXTINGUISHER (in console tray)	19.95	
	GEAR SHIFT BOOT	75.00	
	CAR COVER (Technalon III)	199.00	NEW
	NOSE BRA w/DMC logo - Custom fit	150.00	
	SHEEP SKIN SEAT COVERS - Custom fit	399.00	
	STERLING SILVER DMC-LOGO NECKLACE	$50.00	NEW

#	QTY	PHOTO-FEATURE ACCESSORIES!	PRICE
#1.		STAINLESS FREE-FLOW MUFFLER	$399.00
		CAT BYPASS "Test Pipe" Stainless Steel	95.95
		CATALYST REPLACEMENT RESONATOR	145.50
#2.		CARPATHIAN BURLWOOD TRIM SET	$400.00
		BURL HORN PAD COVER with DMC logo	135.00
		INSTRUMENT POD CLOTH COVER	30.00
		GLOVE BOX LOCK	35.00
#3.		AERO-SIDESKIRTS WITH AIR SCOOPS	$499.50
		QUARTER-PANEL EXTENSIONS	125.00
#4.		REAR AERO-WING	$255.90
		HIGH POWER LOUVER AIR STRUTS	95.00
#5.		RADIO CONTROLLED CAR, MOTOR & RADIO	$165.00
		SPARE R/C LEXAN BODY	25.00
#6a.		EURO-SPEC. SPRINGS (softer & Lower)	$350.00
#6b.		REAR ANTI-ROLL BAR (improved handling)	145.95
#6c.		KYB GAS-ADJUST SHOCK ABSORBERS (improved ride)	235.25
#7.		DELOREAN PILOTS SILVER SATIN JACKET	$69.00
#8.		PEWTER DMC CAR WITH DOORS UP!	$ 65.00
		MOUNTED (Doors-up w/pewter plaque)	94.95
		PEWTER DMC CAR WITH DOORS DOWN	59.95
		BOOKENDS (doors-up & Doors-down)	144.95
#9.		HISTORIC MARQUE COLOR POSTER	$ 20.00

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— SPECIALS —

QTY	ITEM	PRICE	
	REBUILT STEERING RACKS (core exchange)	$ 295.00	
	STEERING U-JOINTS (each) Lower	100.00	
	CLUTCH ASSEMBLY (complete)	325.00	
	ELEC. PRE-START OIL PUMP (prevents dry start-ups)	300.00	NEW
	HANDBRAKE BOOT (Leather)	75.00	
	STEERING U-JOINTS (each) UPPER	175.00	NEW
	HIGHER LIFT CAM SHAFTS (+20 HP)	350.00	
	FORGED PISTONS - Turbo or Hi Compression	800.00	
	DIGITAL - ELECTRONIC DASH	CALL	
	NITROUS OXIDE INJECTION (+60 Horsepower)	650.00	
	TURBO MANIFOLD CO. TWIN IHI TURBO (+100 HP)	3,000.00	
	BAE SINGLE RAJAY TURBO (+70 HP)	1,750.00	
	TRIPLE-THROAT DOWN DRAFT WEBERS	CALL	
	STAINLESS STEEL LABEL SET	150.00	
	LEATHER SEAT UPHOLSTERY (Gray or Black)	725.00	NEW
	LOWER CONTROL ARM	CALL	
	FRONT FENDERS	CALL	
	MAGNETIC OIL PAN DRAIN PLUG	10.00	NEW

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signature (required on all credit card orders)

Allow 4 weeks for delivery
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ASK FOR FRED LOCKETT - *The DeLorean Pilot*

EDITOR'S NOTE

BY KAY MYHRE

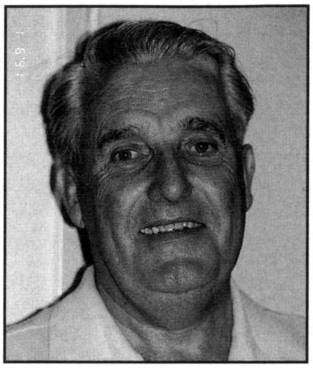
Letter to the Editor

Thank you for your dedication to a fine publication. I look forward to every issue. I bought my DeLorean a year ago based in part on the steadfast enthusiasm reflected in DeLorean World and I feel this plays an important part in the value of the car. I look forward, also, to an active year in my Chapter.

Sincerely,
J . Hughes, Kentucky

Your pleasure in reading DeLorean World is our goal. It is exciting to formalize many of your excellent editorial and photographic contributions.

-Editor



ROBIN MCNEILL, ADVERTISING DIRECTOR

"MAKING THE CONNECTION..." The DeLorean World editorial staff takes great pride in producing a "special issue" quarterly for you, our readers and members of the Association.

What makes an issue "special"? Our advertising staff might define "special" as having a specific emphasis with advertiser appeal, and rightly so.

But editorially, we consider each issue a "special" because the content is developed for a very select audience - you, the Association member and DeLorean owner. Whether you are looking for maintenance information, general technical data, high tech presentations, or the more practical, how-to application features, DeLorean World provides the connection that helps keep you informed about your DeLorean.

Of course, we believe each issue is just a bit more special, as well as are the issues to follow. We endeavor to have inclusions of interest to the entire family with Special Features, Activities, Regional News, and more.

We also like to keep you up-to-date on supplier's and service connections in your area. Advertiser's continue their effort to keep you informed about their products and services.

Thus, the Writer, the Reader, the Advertiser...the connection is made. Many of you know the illustrious Robin McNeill who authored "Roots" (Vol. 6, No. 4), not to mention his safaris in Africa and other places around the world. Robin is a financial manager for Hughes Aircraft. As DeLorean World Advertising Director, he is the connection with our advertisers. You will have a true friend for years to come if you send your advertising copy to him before the deadline.

Thank you for responding to the questionaire in the last issue. Results are still coming in. Send yours now. We appreciate your comments.

Kay Myhre

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Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

Membership Communication may be directed to

David Knudson
Member
Communication Director
1149 Arcadia Ave., #3
Arcadia, CA 91007

Your favorite DeLorean photo may be in DeLorean World

(4X5 Transparencies for the cover. Transparencies, standard color or black and white for the interior)

send to:

DeLorean World
Kay Myhre
P.O. Box 1116
Sun Valley, CA 91353-1116

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DELOREAN
WORLD

Volume 8, Number 1 • 1991

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CALENDER
DeLorean Expo '91
September 26-29, 1991
Las Vegas, Nevada

On The Cover

"Stainless Steeds" - Brookgreen Gardens, South Carolina
DeLoreans courtesy of Laura and Howard Widden, Gerri Houck, Sharon and John Jordan.

Photo submitted by John Jordan, Atlanta, Georgia.

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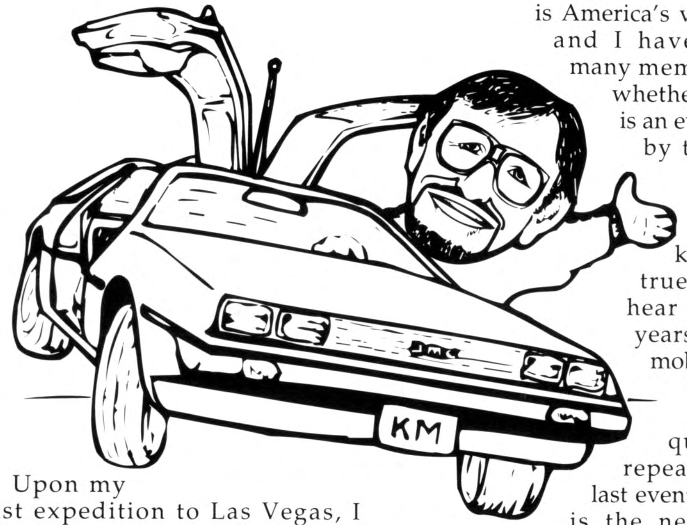
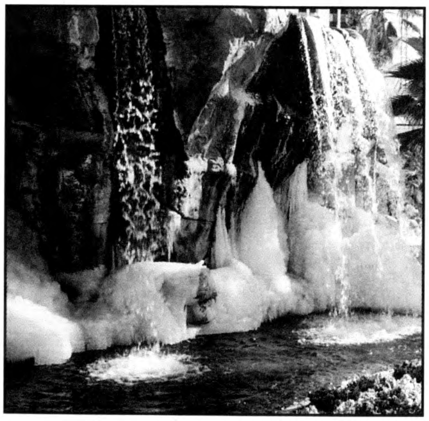
PRESIDENT'S MESSAGE

BY KJELL MYHRE



Upon my last expedition to Las Vegas, I discovered the ice age had descended upon the Tropicana Resort. However, I was fairly certain the Tropicana would regain its South Seas, leisurely motif for the DeLorean event of the decade. The photo on this page will give testimony to the fact it even gets cold in Paradise. It was an unusual contrast to the subtropical motif in this very attractive facility.

You will have all the amenities at the Tropicana; a short walk across the street will take you to the magic castles and attractions at the Excalibur. These are but two of the major attractions in the city of Las Vegas. You who have been to Las Vegas for previous events will recall the fun we experienced, making this a special town, even if you are not a gambler. It is America's vacation mecca and I have discovered many members go there whether or not there is an event sponsored by the DeLorean Owners Association.



KJELL MYHRE

"It even gets cold in Paradise." Frozen water falls at the Tropicana.

I don't know if it is true or not, but I hear that after ten years, a rare automobile becomes a classic. I have heard the question often repeated since our last event there, "When is the next DeLorean event going to be held in Las Vegas?" So in compliance with the wishes of many of our members, we thought this would be the most appropriate place for our Ten Year Anniversary Celebration and in current day parlance, it will be the "mother of all events", managed by the National Association. It will be a tribute to this past decade of the DeLorean automobile; also to the longevity of this fine collectible vehicle that graces the roads of the world, driven by you, the proud owner. Now it is time to gather and swap some stories, share our memorabilia, reconnect with old friends and make new ones. Bring your DeLorean if you can. In any case, for those who come from far corners and choose not to drive this far, by all means, take a plane and celebrate with fellow DeLorean enthusiasts.

I am sure D'Anne Laster will miss being here. D'Anne was formerly a "Powder Puff" race car driver and now is professionally a systems engineer. She is resigning from the Board and has accepted a company transfer to Germany for a special assignment. We wish her well.

As an addendum to my previous message, the diagnosis of my left rear shock was correct. It took me a while to realize the piston was frozen and eventually bent, at which time it was obvious to me what the problem was. Thanks to my local service center, all shocks have been replaced after about 130,000 miles of service. It was the first experience that the service center has had with this problem. So much for my contribution to technical matters for now. But I would like to discuss with you, at DELOREAN EXPO '91, your particular concerns in service and maintenance. Possibly the major drawing card for many owners is the technical information that will be disseminated at the tech seminars. But don't forget to bring partners, spouses, and friends. I would like to re-emphasize Mary Lou has planned something of interest to the valiant supporters and friends who enjoy raffles, banquets, shows, and socializing, participating in a program designed to appeal to the DeLorean owners family. We will have many things to celebrate and, if you are lucky, possibly you can win and recover all your expenses.

This is the second year members of the DeLorean Owners Association participated in the One Lap of America Cannonball race. Members from California, Ohio, and Texas entered the competition (as noted elsewhere in this issue). These adventurous members deserve our applause for truly living the dream.

EXPO '91 REQUESTS

1. We are putting together a display video. Do you have any Association-related videos?
2. Do you have any DeLorean memorabilia you would like to display?
3. Do you have any DeLorean-related products you'd like to sell?
4. Do you have talent you would like to display at the Expo?

Call Mary Lou Knudson
(818) 446-0650

Area Regional Chapter Calendar of Events for 1991

Past - Present - Future

BY MILLIE BERNSTEIN

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and get on their mailing list.

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator
(216)734-529-0953

Apr 20	Tour of Kapac Inc. Columbus Drive Tour & Picnic, David Lancaster
May 1 (T)	Rallye School Cleveland, OH
Jun 16	Stan Hewitt Hall, Akron, Wine and Cheese Party
Jun 21-23	Mid-Ohio Vintage Car Races, Lexington
July 20-21 (T)	Rallye Golf Outing, Clinic Peek 'N Peak, Clymer, NY
Aug (TBA)	Shaker Square British Car Club Show
Aug (TBA)	Weekend Outing, Ohio Lodge
Sept 22	Start caravan to Las Vegas (Meet in Indianapolis) for Delorean Expo 91

AREA REGIONAL CHAPTER 5

Georgia
Tom Long, Coordinator
(404)449-1968

Feb 21	Trip to Columbus Georgia, GA for the "Taste of Columbus"
Feb	Tech session at Ecotech
Mar 17	St. Patrick's Day Parade and Irish Celebration in Dublin, GA
Apr 20	Brunch at Unicoi State Park plus driving through the mountain to Amicolola Falls
May 19	Tech session/British Motor Car Show. BBQ Picnic at Byrne and Marian Heningers
June 15	Overnight trip to Ashville, NC and Chimney Rock State Park
July 13	Tech session followed by Steak Dinner at the Old Town Athletic Club
Aug 17	Bowling and pizza party
Sept	Trip to Birmingham, AL for a day at the race track
Oct 5	Tech session
Oct 19	Overnight trip to Nashville, TN and the "Grand Ole Opry"
Nov 15	Caravan through North Georgia with an early dinner at the Woodbridge Inn in Jasper
Dec	Christmas dinner dance at the Atlanta Athletic Club

AREA REGIONAL CHAPTER 35

Stoney Point, New York
Gail Geraldi, Coordinator
(914)429-0121

Dec 2	Holiday Party at Nicoles Restaurant
Feb	Winter meeting
Apr 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, NY

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612)429-6912

Sept. 26-29	Caravan to Expo '91, Tropicana Resort, Las Vegas, N

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Lloyd Teran, Coordinator
(617)653-1720

Apr 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, NY
June 16	Newport Car Festival, Portsmouth, RI
Sept	Annual Dinner

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516)491-1248

Jan	Brunch at Salisbury On The Green, Eisenhower Park (Election of officers)
Feb	Tech seminar at Rob Grady's
Mar	Anniversary Dinner
Apr 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, New York
May	Sports Car Club of America Car Show, Planting Fields Arboretum
Jun	3rd Annual Picnic
Sept 26-29	Delorean Expo 91, Tropicana Resort, Las Vegas, NV
Oct	Rallye to Long Island's East End
Nov	Rallye to Hyde Park, NY
Dec	Holiday Dinner Party

AREA REGIONAL CHAPTER 9

Southeast Texas
Harold McElraft, Coordinator
(713)993-4260

Mar. 2	Tech Talk and Chapter Meeting at DeLorean One
Mar. 16	St. Patrick's Day Parade and Irish Activities
April 20-21	Bondurant School of high performance driving for DeLorean owners
May 4	Regular bi-monthly meeting, at DeLorean One
May 27	Memorial Day Parade (Preliminary)
July 4	Friendswood Fourth of July Parade (Preliminary)
July 13	Regular bi-monthly meeting, at DeLorean One
Sept 7	Regular bi-monthly meeting, at DeLorean One
Sept 26-29	DeLorean Expo '91 in Las Vegas
Nov 2	Regular bi-monthly meeting, at DeLorean One
Dec 7	Christmas Party (Preliminary)
Jan 11, 1992	Regular bi-monthly meeting, at DeLorean One

Area Regional Chapter 3

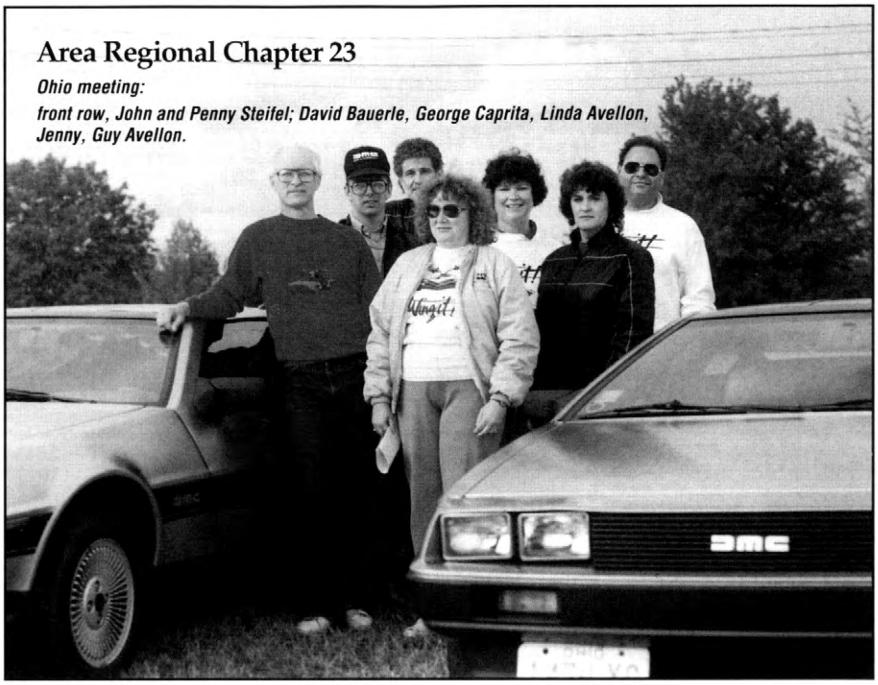
by Bruce Benson, Coordinator

Minnesota's Chapter is planning a trip to DeLorean Expo' 91. Anyone interested in driving their DeLorean to Las Vegas in September, please call me at (612) 429-6912. We'd like to get your input in planning the trip and getting our cars ready for cross country touring.

Area Regional Chapter 7

by Don Gowler, Coordinator

I believe we have an exciting year in store for you and your fine DeLorean automobile. The team we have assembled will continue to bring you the very best in technical 'hands-on' activity and a little extra in the way of social involvement.



Area Regional Chapter 23

Ohio meeting:

front row, John and Penny Steifel; David Bauerle, George Caprita, Linda Avellon, Jenny, Guy Avellon.

Chapter Calendar (CONTINUED)

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator
(215)789-4326

Jan	Super Bowl Party
Feb	Atlantic Classic Car Auction & Flea Market, Atlantic City Convention Center
Mar	Luncheon to elect officers and plan 1991 schedule
Apr 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, NY
May	Annual door adjustment
June 30	Philadelphia Vintage Grand Prix Concours and Race, Fairmont Park, Philadelphia, PA
July	Summer TCH/Social
Aug 11	New Automobile Show, New Hope, PA
Sept 1	Duryea Days, Boyertown, PA
Oct	Annual Safety Check
Nov	Fall Tech/Social
Dec	Tour of the Historic Mansion in Fairmont Park

AREA REGIONAL CHAPTER 17

Central California
Dean Kimball, Coordinator
(415)944-4982

June 1	Tech Seminar

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator
(312)397-0322

Apr 21	Opening Brunch & Election of Officers
May 18	Tech session
June 23	Social activity
July 20	Tech session
Aug 18	Social activity
Sept 21	Tech session
Oct 19-20	Social activity, All dates are tentative

AREA REGIONAL CHAPTER 12

Southern California
Dev Michael, Coordinator
(714)546-2934

May 18	Who Dunnit, Mystery Rallye and Banquet
May 27	Memorial Day Parade, La Canada
June 8	Santa Barbara Car Show
July	4th of July Parade, West Covina

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The Oak Cliff Tribune

MR. REED TO SPEND A DAY ON THE SCHOOL

Mr. James S. Reed, Daniel Webster Elementary School Principal offered a ride in his DeLorean "as an incentive for a 'Reading at Home' promotional attempt to infuse the school and the home in a joint effort to promote reading as a pastime." Selected winners representative of 600 K-3 students and of 580 grade 4-6 students joined him in his DeLorean for a lunch date in Dallas, TX. He comments "After accidentally stumbling across the magazine (DeLorean World) I don't know how I did without it."

Once again Daniel Webster Elementary School in Oak Cliff is moving to the forefront in challenging students to participate in leisure reading.

You will recall, last year Principal James S. Reed spent the entire day on the roof of the school once the goal of 350,000 minutes of reading in addition to regular assignments was met.

This year Mr. Reed has promised to go one step further. In addition to increasing the total number of minutes to 1,000,000, All Star Helicopter Inc. will fly him from Red Bird Airport and land him at the school on February 2, around 10:15 a.m. After landing, dressed in his World War II air-bomber costume, he will proceed to the roof where he will spend the rest of the day.

The school's theme this year is "Back to the Future with Reading." The top K-3 winner and 4-6 winner will receive a complimentary lunch with Mr. Reed at the Adolphus Hotel, the school's adopter.

1991 participants in "One Lap" were:

Guy T. Avellon *OH;*
Guy T. Avellon II, *OH;*
Stephen Wynne, *TX;*
Jon Spurlin, *CA;*

MEET CHAPTER 5

BY KAY MYHRE

Chapter 5 members thrilled some 40,000 Dublin, Georgia parade watchers when they participated in the annual St. Patrick's Festival parade.

LAURA WIDDEN

Bridal Veil Falls in the North Carolina Mountains.

Chapter 5, based in Georgia, and several DeLoreans travel on a road behind the waterfall.

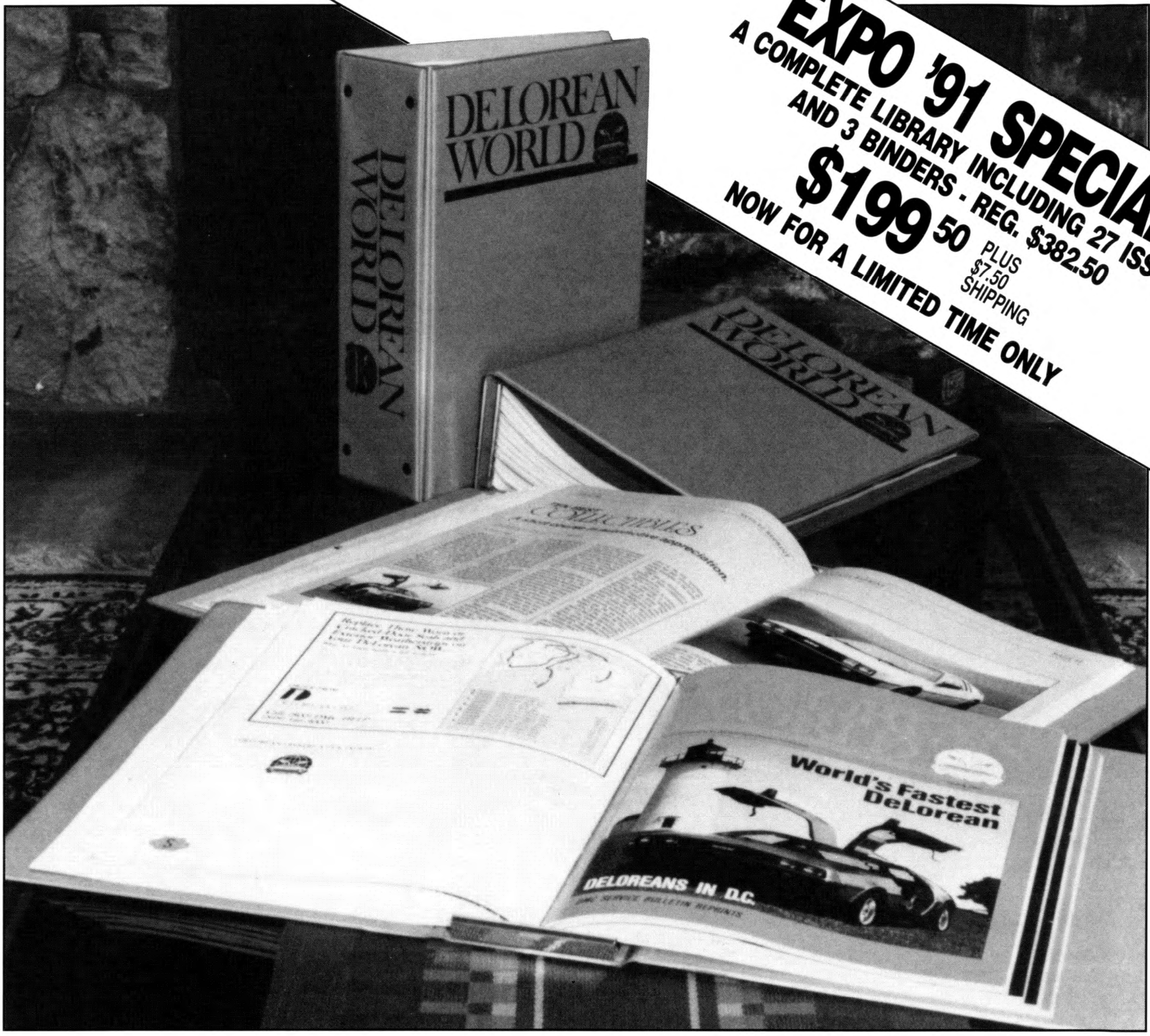
Full of life DeLorean owners, Tom and Simi Long, coordinate the very active Chapter 5, based in Atlanta, encompassing the states of Georgia, Alabama, Tennessee, North Carolina and South Carolina. Tom enthusiastically indicates that he believes there are fewer DeLoreans in the Southeast and when they travel throughout the region, many people say, "We have never seen a DeLorean before." And travel... they do! "One time Simi and I drove our 1988 Lincoln Continental and people asked us if that was our slumming car!"

A recent adventure was the annual British Motor Car Show at Chateau Elan, Braselton, Georgia. Tom volunteers, "And movie actress Kim Basinger bought this town just two or three years ago! There are about 150 British cars exhibited, and they decided to include the Irish cars, too. We often drive in with up to a dozen DeLoreans with all the doors up. Spectators seem to love the design and always give us a warm reception."

Simi adds, "I have to tell you that we have a wonderful group...they are friends, loyal and supportive friends."

Listening with interest, Tom comments, "Not so long ago, Dr. Ralph Touch, Director of Planning for Disease Control for Atlanta, bought a new yacht and decided to sell his DeLore-

CONTINUED ON PAGE 36



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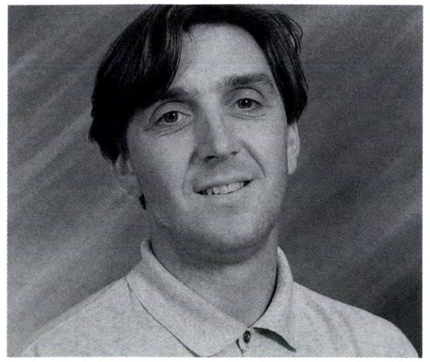
Your DeLorean Investment – the second decade



Stephen Wynne
Co-owner of DeLorean One

This series of DeLorean One ads is designed to give you some pointers on maintaining your DeLorean investment and a few predictions on the future of the DeLorean marque.

I'll start with my predictions.

You may or may not know that I hail from jolly old England. (If we've talked on the phone, you had little doubt.) I got my education in Automotive Mechanical Engineering in England and became involved with legendary names like Rolls Royce, Jaguar and Lotus.

It has been interesting to watch the values of some of these vehicles increase dramatically through the years, while others have declined. Jaguars are probably one of the best examples.

The Jaguar XKE

When the Jaguar XKE roadster was first introduced in the sixties, demand for it was sky high and so were its prices; at least for the 1960's. Then it gained the reputation of being problem-prone, and XKE's rapidly lost their value. You could hardly give them away. In fact, many were simply junked. Then along came the 80's and 90's and we saw prices for XKE's climb steadily. Today, you're lucky if you can pick up a good one for $50,000. So I can only imagine what they'll be worth in a few more years.

This is compared to a Jaguar sedan of the same vintage that you'd have trouble even selling today. And incidentally, the sedan is a much better car.

Well, I think this happens for two reasons…"availability" but mostly, "sex appeal." Few will question that the XKE is a very good looking car. On the other hand, Jaguar sedans of that era are pretty matronly.

That special spark

Your DeLorean has that special spark, much like the XKE. It looks great plus, it's a solid, well-engineered car. So, I highly recommend holding onto yours for a few years. It has everything going for it as an investment vehicle.

In summary, I think the handwriting is on the wall. Your car is comparatively rare but best of all, it has loads of sex appeal and its steadily increasing value reflects this fact.

But all this can have a downside, too. Serious automotive collectors look, primarily, for cars that are in pristine condition. They realize that it is usually less expensive, in the long run, to buy a well-maintained car than to spend the time and money required to restore a fixer-upper.

Think stock

Serious collectors don't like battered or modified automobiles. They want cars that are as off-the-assembly-line as possible.

Things like customized exhaust systems, turbos, altered emission controls, custom wheels, wings, lowered cars, etc. are a real turn off. Some are even illegal and most collectors know it.

So, if you've modified your car, I highly recommend putting it back into original shape.

Leaks speak volumes

When a collector looks at your engine, one of the first things he'll check out is signs of cooling system and oil leaks because they can indicate major internal problems. If your engine shows signs of leakage, get them fixed now, they'll only get worse.

In short, look your DeLorean over carefully. If it needs work, have it done. An engine is much like a chain. Every part affects another. Once one part isn't working right, it won't be long before another will malfunction.

Three new programs

Last year, we introduced three new programs for owners who are interested in upgrading the value of their DeLoreans.

First is our Concours DeLorean™ appraisal plan. Second, our assurance plan which allows you to upgrade your car gradually within your budget.

Third, is our nationwide pickup service. Now we can pick up your car, anywhere in the country, and bring it back to one of our service centers in an enclosed trailer.

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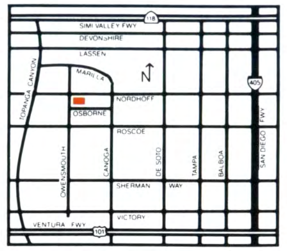

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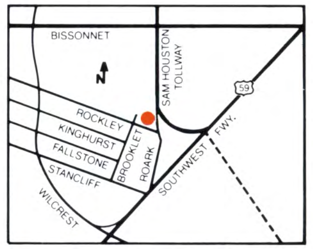

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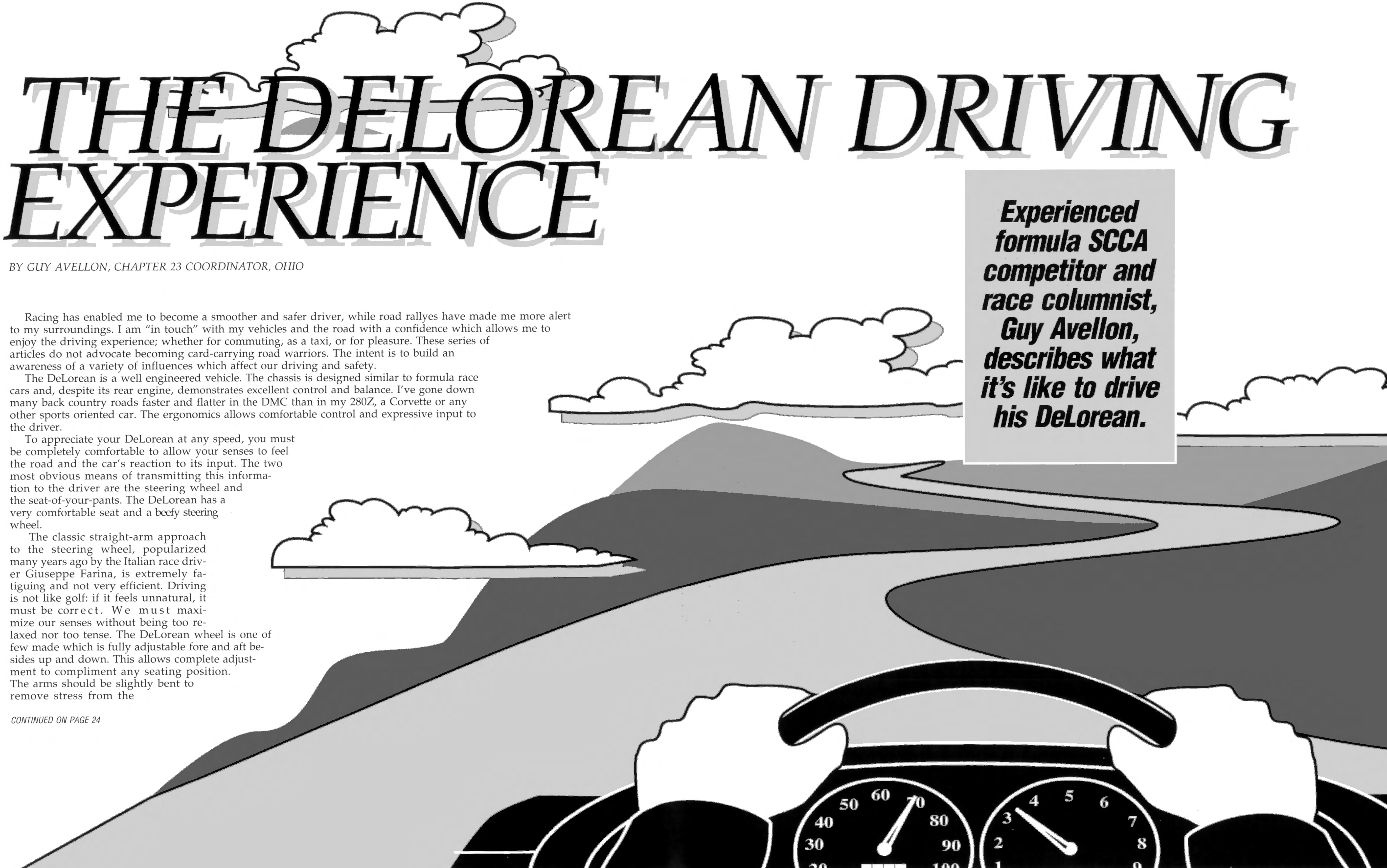
DELOREAN ONE

THE DELOREAN DRIVING EXPERIENCE

BY GUY AVELLON, CHAPTER 23 COORDINATOR, OHIO



Experienced formula SCCA competitor and race columnist, Guy Avellon, describes what it's like to drive his DeLorean.

Racing has enabled me to become a smoother and safer driver, while road rallyes have made me more alert to my surroundings. I am "in touch" with my vehicles and the road with a confidence which allows me to enjoy the driving experience; whether for commuting, as a taxi, or for pleasure. These series of articles do not advocate becoming card-carrying road warriors. The intent is to build an awareness of a variety of influences which affect our driving and safety.

The DeLorean is a well engineered vehicle. The chassis is designed similar to formula race cars and, despite its rear engine, demonstrates excellent control and balance. I've gone down many back country roads faster and flatter in the DMC than in my 280Z, a Corvette or any other sports oriented car. The ergonomics allows comfortable control and expressive input to the driver.

To appreciate your DeLorean at any speed, you must be completely comfortable to allow your senses to feel the road and the car's reaction to its input. The two most obvious means of transmitting this information to the driver are the steering wheel and the seat-of-your-pants. The DeLorean has a very comfortable seat and a beefy steering wheel.

The classic straight-arm approach to the steering wheel, popularized many years ago by the Italian race driver Giuseppe Farina, is extremely fatiguing and not very efficient. Driving is not like golf: if it feels unnatural, it must be correct. We must maximize our senses without being too relaxed nor too tense. The DeLorean wheel is one of few made which is fully adjustable fore and aft besides up and down. This allows complete adjustment to compliment any seating position. The arms should be slightly bent to remove stress from the

CONTINUED ON PAGE 24

DELOREAN EXPO 91

SEPT. 26-29, 1991
TROPICANA RESORT
LAS VEGAS

ELECTION OF BOARD OF DIRECTORS

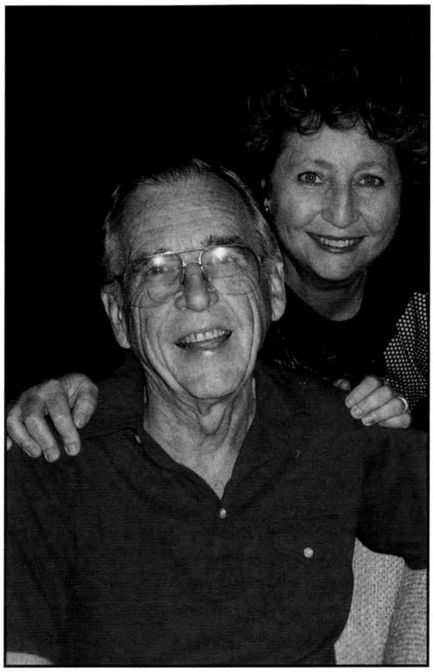
BY JACK AND PHYLLIS BALDERSTON

The Association ByLaws require election of the Board of Directors every other year, and 1991 is the year!

Following the procedure established in the Bylaws, with the goal that the election results be announced at Expo '91 in Las Vegas (Sept. 26-29), nominations will be solicited this summer with a ballot to be mailed to all members in late August.

Any active member may be elected a Director. The Board presently meets monthly in the Los Angeles area and a quorum comprising a majority of Board members must be present for business to be conducted. The Bylaws also require that a Board member be present for 80% of Board meetings unless excused by the President. This was established to discourage persons interested in only a single issue and who would not attend meetings involving routine business.

The present Board would very much like to see new faces on the Board to take over some of the volunteer work that we each have been doing for several years. We invite you to submit your name for consideration by the Nominating Committee this summer. If you wish to submit someone else's name, you must have that person's approval in writing.



Jack Balderston, Parliamentarian; Phyllis Balderston, Secretary

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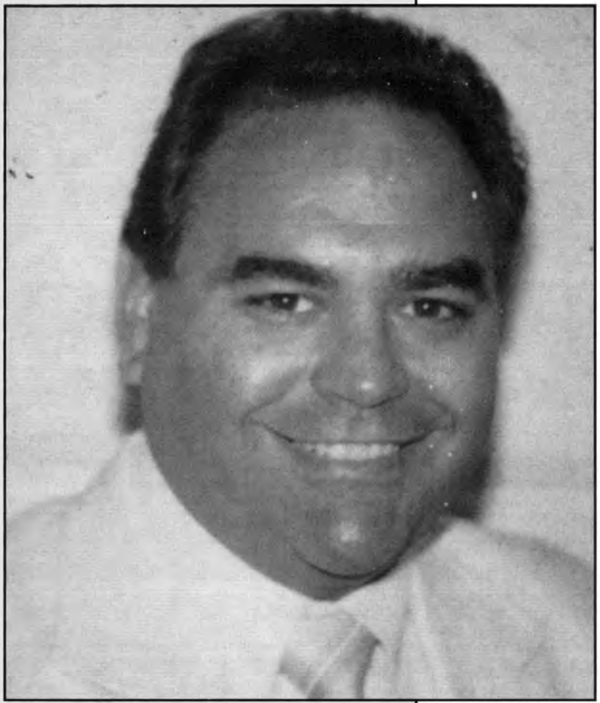


ABOUT THE AUTHOR

Guy Avellon, DeLorean Owners Association Chapter 23 Coordinator, is currently Chief Engineer for Bowman/Barnes Group, Inc. He received his degree in Mettalurgical Engineering from Purdue University. As a technical consultant, he has worked with hydraulic systems and has written manuals on fasteners and welding. Professionally, he is a member of SAE (Society of Automotive Engineers), ASM (American Society for Metals), AWS (American Welding Society), and is Chairman of the ASTM (American Society for Testing and Materials) F16.01 Fastener Testing Committee, writing standards and working with Congress to set up safety regulations to abolish counterfeit fasteners.

Guy has been a race reporter and columnist for the SCCA monthly magazine. Experienced in rallyes, he has run Solo I events since 1964, winning in all divisions from novice to senior; and as a Rallyemaster, he has won awards for "Best Rallye".

In 1971, Guy earned his SCCA competition license racing Formula SCCA successfully on road courses such as Mid-Ohio, Indianapolis Raceway Park, Watkins Glen, NY, Road Atlanta, etc. and has driven at speeds in excess of 170 mph.

EXPERIENCE *FROM PAGE 21*

shoulders and upper back.

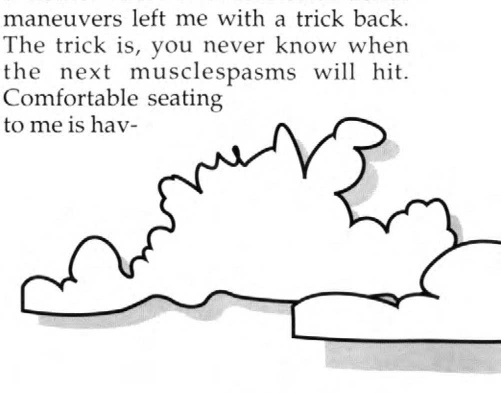
We were all taught the old 10 and 2 o'clock hand position, which was fine for early autos without any power steering. A 9 — 3 o'clock position is temporizing because over correction is minimized; i.e. resting, one hand drags the wheel down while the other compensates with equal pressure. In the past decade, race drivers have used the 9 — 3 position and used the wheel's cross spoke to hook their thumbs under to optimize control over irregular road surfaces (speed curbs) and for positive steering. The operative word here is control. Since the DMC spokes are 120° from perpendicular instead of 90°, we can grasp the wheel and let the little fingers rest against the upper part of the spoke. This is a comfortable position resting hands, arms and back.

Stability is gained from the steering wheel spokes. For one, if we hit an unexpected road irregularity (in the North we call them pot holes, in the South they're Armadillos) the wheel won't suddenly jerk from our grasp since the bottom of either hand will prevent the wheel from turning against it in the opposite direction and will absorb the wheel shock. Quick maneuvers may be safely made without losing wheel grip or having your hand slide on the wheel. By merely exerting a downward force with your hand in the direction of the turn, the other may assist upwardly if necessary, and a maneuver is executed. Reaction time is not lost at all because you do not have to first grasp the wheel before turning. By lightly gripping the wheel and letting the bottom of your hands, or thumbs, exert the pressure against the wheel, you may execute a variety of turns safely, efficiently, smoothly and comfortably

For freeway driving, where no sudden moves are imminent, I use another racing posture of the left hand at the 1 o'clock position. If at the 12, the hand would have a tendency to pull left when relaxed. At the 1, tension is neutral and I have the right hand free for gear changes or to assist when going into a turn (or for expressing one's feelings in classic Italian automotive hand gestures).

DeLorean seats are as comfortable as Recaros, the touted ZR-1 or any other with fancy bolsters. In racing we need support, but the seatbelts stabilize the torso so we can "feel" the road. I am a very strong advocate of seat belts. I rolled a Triumph Spitfire, top down (as if it really mattered in that car) and no roll bar and sustained just leg bruises and road abrasion on my elbow. Seat belts kept me in. I do, however, dislike shoulder straps. They do not fit everyone, do not provide complete upper torso protection, and are not wide enough. Cars with automatic shoulder belts make you believe you're buckled in and protected; when, in fact, you have to manually fasten the lap belt separately and one tends to forget or feel it is unnecessary because of the shoulder belt. A shoulder harness with two straps are less damaging to the body and are more effective. Most race drivers elect to use a 6-point harness (or 5) which, in addition to the two leg and two shoulder belts, are two belts between the legs to prevent submarining into the floor.

The first car I rolled over in was as a passenger in a Renault Dauphine (that's back in the time when the car was still pronounced Renault, not Ray-no). I wound up in the back seat, car inverted after 3 1/2 complete revolutions. So my first car, a 1958 Corvette (yes, I wish I still had it), had seat belts installed before I drove it home. These extracurricular aerial maneuvers left me with a trick back. The trick is, you never know when the next musclespasms will hit. Comfortable seating to me is hav-



ing the seat back at least at a 45° angle. There is no proper way to sit, as long as you are comfortable, have no back stresses, can easily access the foot pedals and can reach 5th gear without leaning forward. My teenagers might also add..."and be able to reach the radio and mirror."

Get to know the feel of your car. You will begin to sense changes and respond with minimal effort. The next step is becoming a smooth driver. This includes shifting, braking, steering and driving.

Being a smooth driver may not decrease the need for quick maneuvers but it will help avoid over correction and any damaging consequences. Our DeLorean is in a rare select auto club because it is one of a few vehicles ever produced with a rear engine. This may not seem like much of a big deal if you only drive your DeLorean on dry weekends and never venture far from a flat, straight freeway. I fly all across the country and have had the opportunity to rent and drive a variety of vehicles through a myriad of weather and terrain conditions. All cars handle in a different manner completely unique to their breed and especially when you want to have fun and really drive it.

> **"Get to know the feel of your car,"**

Cars can be classified into four categories: front engine with live rear axle; front engine, independent suspension; front engine, front wheel drive; and rear/mid engine. I've owned and raced in all classes.

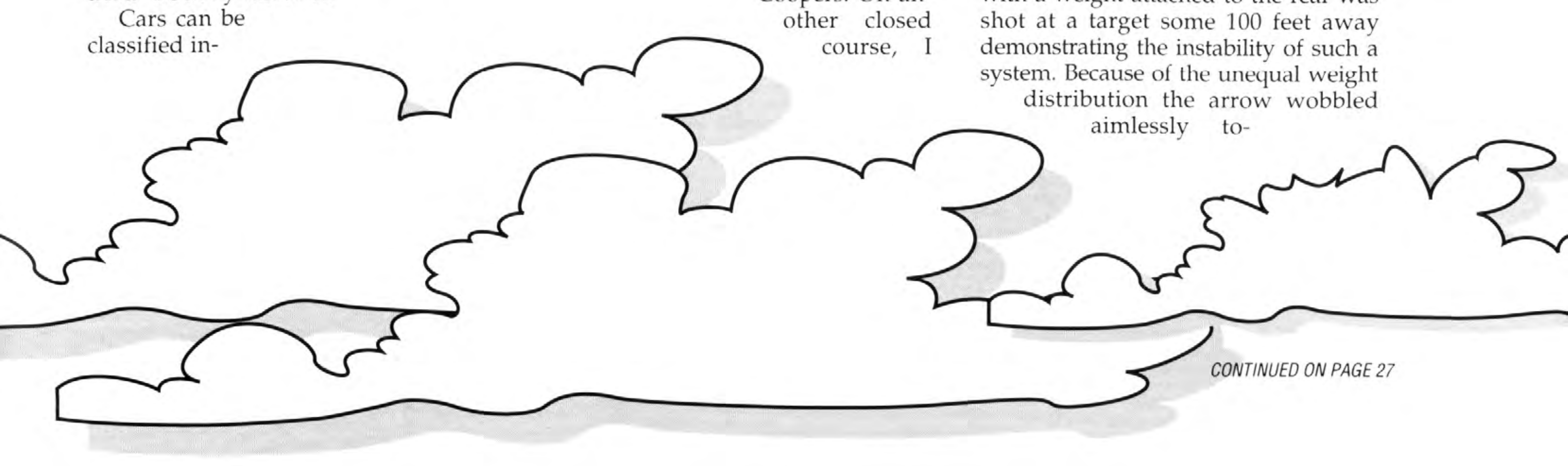
Those of us over 20 years of age grew up with the front engine, live rear axle type, the early Corvettes, MG, Triumph, Camaro, Mustang, Lincoln, etc. These cars exhibit understeering qualities which were deliberately engineered into the car's behavior as an early warning system. Steering was very predictable. Understeering occurs when, as the limit of the tire's adhesion is reached, the front tires slide first, like snow plowing, and the front end of the car wants to go off the road.

The front engine, independent suspension cars are more sophisticated and will corner decidedly faster. These are indicative of the Spitfire, Datsun Z cars, Lotus, E-types, later Corvettes, etc. When driving near the limit, the handling is not nearly as predictable nor forgiving, especially to less experienced drivers. Suspensions were adjustable to attain a near neutral handling characteristic; i.e., to eliminate much body roll, be responsive to steering and induce oversteer when needed. In a closed course Solo I gymkahana, I watched early Spitfires lift their rear tires completely off the ground going into a tight turn. This loses power and control. Everyone always strips their cars of excess weight; I added sand bags to the rear to keep it down until I learned how to adjust the suspension.

By today's standards, the most prevalent is the front engine, front wheel drive. This system is not new; we have Cords, Berkleys and Austin Mini-Coopers. On another closed course, I watched a Mini vie for fastest-time-of-day with a Cobra... and win! The Cobra had brute power along the straight but had to slow down too much to enter the turn. The Mini could execute the turn 30 mph faster, hanging the rear end out and letting the front pull it through. However, don't try this with your Cadillac, Buick or other boat; the differences being in gearing, wheelbase, weight and power. These are true understeer cars. Properly applied power will pull you around a turn. Squeeze the throttle too much or stab it, and it wants to go straight off the road. If you get into trouble like this, decrease your turning radius by easing off the throttle and be ready to correct when you do so, otherwise you go off the other side of the road. Remember, I said ease off the throttle. Never get off the throttle completely, in any car type, when in the middle of a turn. The engine acts as a braking force and causes loss of control and ground adhesion. Improperly inflated tires (not enough air) will cause understeer.

The rear/mid engine is the most complicated but can be most fun. Since most of the weight is in the rear, the rear wants to swap ends with the front end when tire adhesion is lost; hence, oversteer. You also get more reaction from the steering than you put into it, making it very susceptible to over correction. Here again, keep some throttle on and smoothly correct the steering. Remain cool but be smooth.

Those old enough to remember the early 60's commercials may recall Ralph Nader and other car companies waged against Corvair (Porsche and Volkswagen were not yet considered a threat) because it had a rear engine. An arrow with a weight attached to the rear was shot at a target some 100 feet away demonstrating the instability of such a system. Because of the unequal weight distribution the arrow wobbled aimlessly to-



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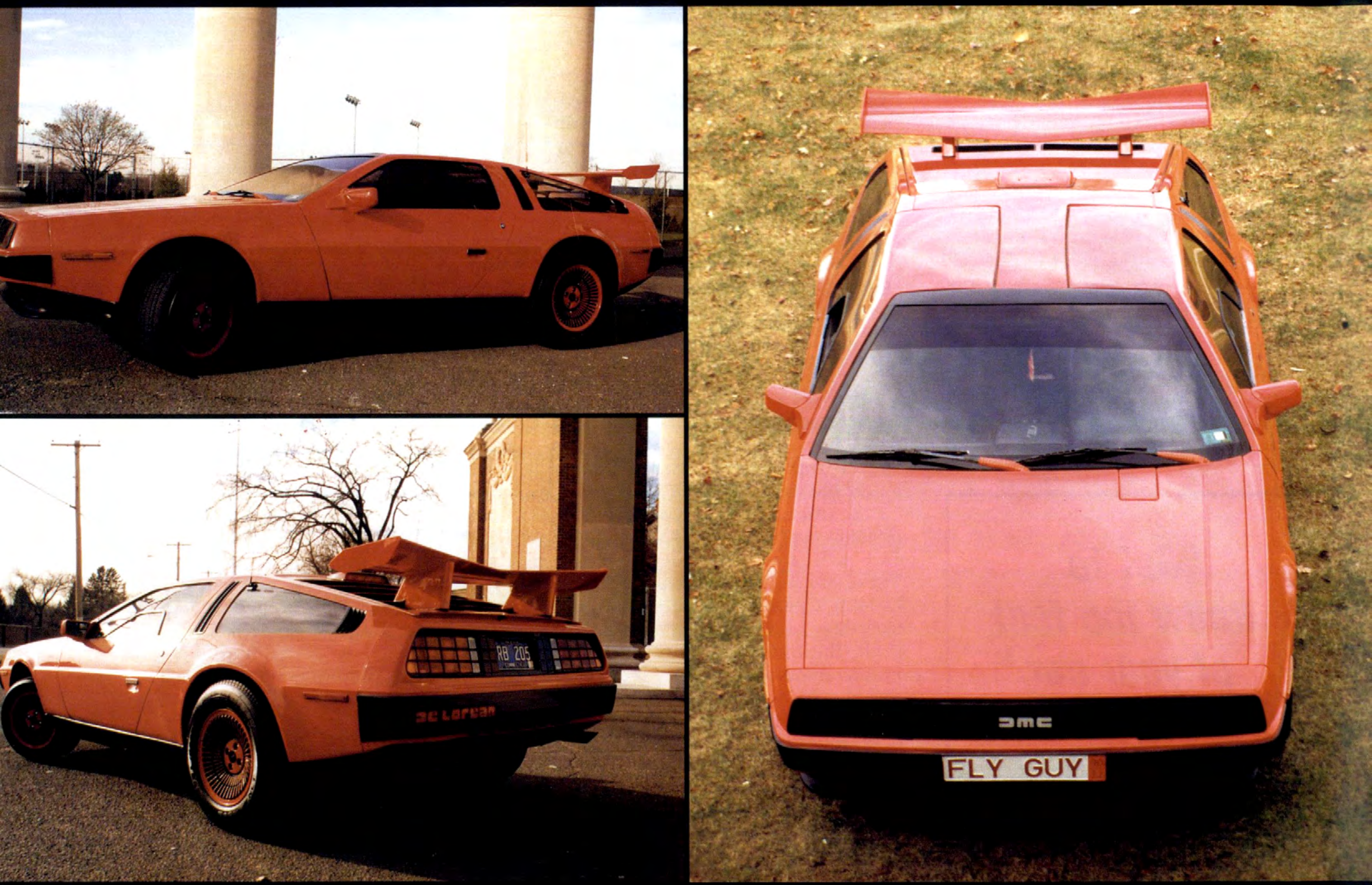

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EXPERIENCE *FROM PAGE 25*

ward the target area, falling off its mark dramatically.

Not bad, neglecting the fact that the weight placement upset the aerodynamics, they failed to point out that the arrow went straight for about the first 8 feet and for the first second of flight (numbers used for simplicity). Because after this, the arrow is decelerating. Anytime you decelerate, you lose control. With acceleration, you have control and stability. You can make gravity work for you because acceleration can give adhesion and control, especially into a turn. Accelerate gradually through a turn. Brake before the turn, never when you get into it because it upsets the car's balance, adhesion and control.

The four-wheel drift looked great when Robert Mitchum did it in Thunder Road. But let's face it, those cars only a few decades ago were true barges. The boot-legger turn was invented as the only means to turn fast on a stiff chassis and skinny tires. You will not see any racer today do a four-wheel drift, unless it's on a dirt track. For one, it scrubs speed, slows you down too much to have the proper speed to negotiate the turn and set up for the next turn. It also makes you lose control enough to lead to over correction. An experienced driver will make the drift work for him so he doesn't lose control. A smooth driver will maintain speed continually throughout the maneuver and not be erratic.

"Remain cool but be smooth."

The DeLorean is not balanced. It has 65% of its weight over the rear axle. Suspension geometry compensates with larger diameter tires in the rear than in front. Rather than the raked look of the 50's and 60's, where they wanted weight transfer to the rear for traction, the DeLorean is the opposite and looks much like our Lhasa-Apso. And, by Divine Guidance, tire companies have come out with wide tires to aid adhesion. It works and works well.

I did have a '66 Corvair which aspired to become a Yenko Stinger. I didn't buy it, it belonged to my ex-wife (which proves she made a series of poor choices). I drove it in rallyes, autocrosses and hill climbs, yet never did what Nader said I should have done. I also had good tires, but that's a subject for another time.

Whatever the situation in any car, be smooth with steering and braking. Don't jerk the wheel nor slam on the brakes. Quick, abrupt motions will upset the balance of the car's suspension geometry and could lead to oversteer. Practice while you're driving everyday. It will make a difference.

Next - "Becoming a smooth driver.

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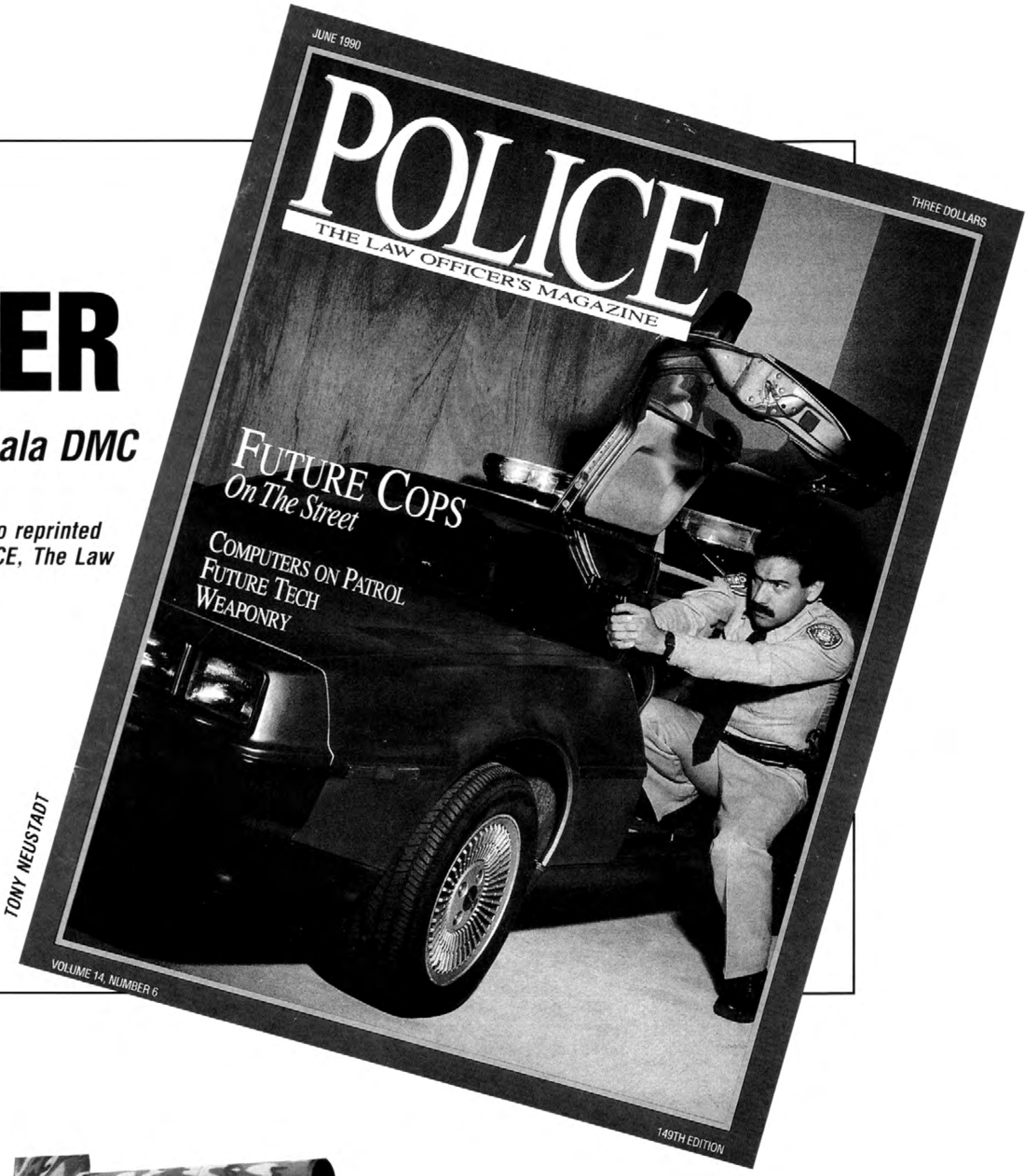
THE ENFORCER

Futuristic police cruiser ala DMC

Volume 14, Number 6, 1990 cover photo reprinted courtesy of Sean Hilferty, Editor, "POLICE, The Law Officer's Magazine", Carlsbad, CA.



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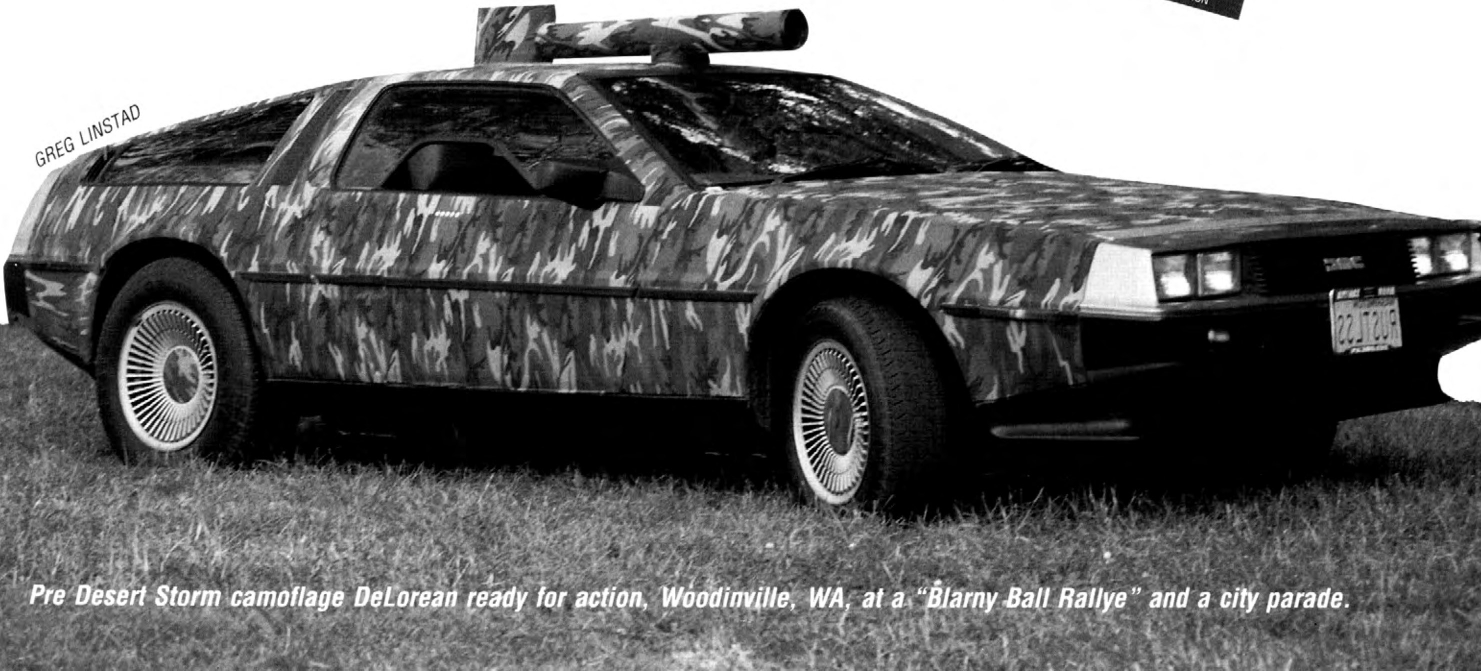


GREG LINSTAD

Pre Desert Storm camoflage DeLorean ready for action, Woodinville, WA, at a "Blarny Ball Rallye" and a city parade.

A Tribute to Our Members Who Served in

STEVEN K. SHORTZ

Operation Desert Storm

I'M NOT LOST ANYMORE !

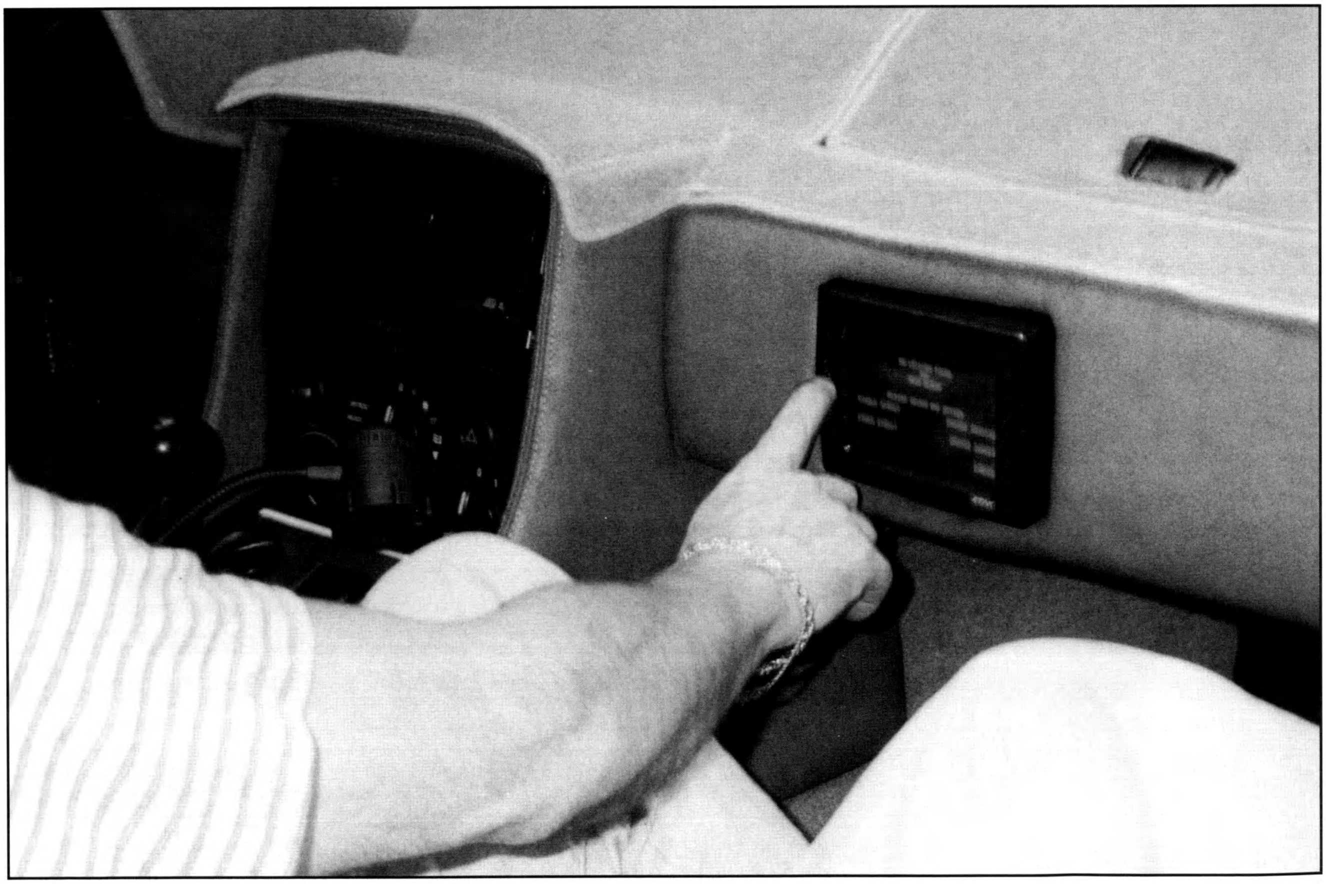
(Thanks to My ETAK Navigator)

BY TOM GOMEZ
PHOTOS BY RAY HAUG

Have you ever been lost, or temporarily disoriented, especially on a DeLorean Owners Association rallye? Do you have trouble finding an address of a new (or old) friend? Do you just like toys, especially for your DeLorean? If you can answer "yes" to any of these questions, then this article is for you.

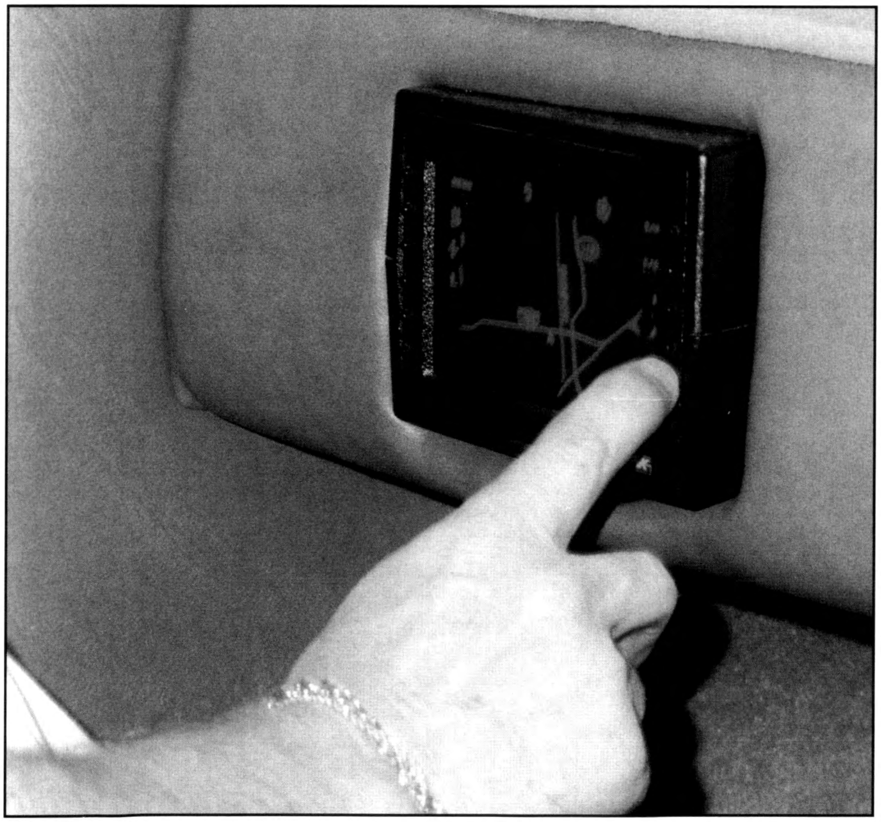
About four years ago, I discovered a marvelous new toy called the "Etak Navigator". The Etak Navigator is an electronic mapping system that keeps track of my position with a sophisticated technique based upon a navigation method used for centuries on sailing ships called "dead reckoning". It involves measuring both distance and direction I travel from a known starting point. My location is electronically shown on a series of maps displayed on a small 7" display screen mounted in my DeLorean's dash below the glove compartment.

The Navigator uses wheel sensors and a compass to measure the distance traveled, and my directional heading, and then computes my position once every second. However, since sensors are somewhat inaccurate, the Navigator continuously reads electronic street maps and makes adjustments in a revolutionary approach called "augmented dead reckoning". In other words, the Navigator compares the readings of the "sensors" with the possible street locations on the map and makes an educated guess as to your location. With the continual updates, the Navigator self-corrects itself to keep you from being lost. My location is continually shown on the



(Photo 1) Overview of the Display Screen mounted in the Dash

(Photo 2) Cassette player mounted behind the passenger seat



(Photo 3) Closeup of Display Screen showing map

electronic map in the exact location with amazing accuracy. Since installing the Navigator, I have never been lost.

The maps used by the Navigator are called EtakMaps, and come in the form of magnetic tape cassettes which are installed in a tape cassette deck mounted on the back wall behind the passenger seat (Photo 2). Each EtakMap contains street names and locations, addresses, and other information for a particular area. The Navigator uses this information to create customized map displays that fit the particular driving locale. The map display is controlled by pushing a series of buttons along each side of the video screen. The map can be switched to cover the following ranges 1/8 mile, 1/4 mile, 1 mile, 2 miles, 5 miles, 10 miles, 20 miles, and 40 miles.

One of the most important features of the Navigator is the capability to enter a destination (address and street name) and have it shown on the electronic map (Photo 3). Since it shows my current position and the destination ,I can then select the streets, shown on the map to reach the destination with absolutely no concern about getting lost. It even shows freeway on and off ramps. If you make a wrong turn the Navigator helps you find your way again.

The Navigator system consists of five components - the display screen and tape cassette deck mentioned earlier, an electronic processor (mounted under the dash

CONTINUED ON PAGE 32

TECHNICAL NOTE

BY BRUCE BENSON

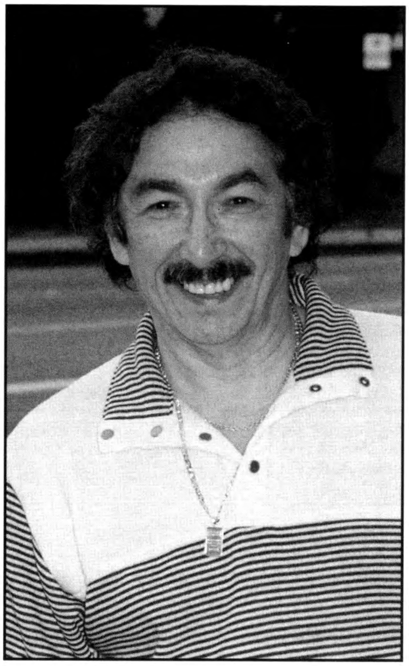
I received a letter regarding the torque specs for the trailing arm to pivot a bushing bolt and the trailing arm bushing attachment in the article I wrote in the Vol. 7, No. 3 issue of *DELOREAN WORLD.* The member called my attention to the fact that I had the U. S. and metric figures transposed. The trailing arm bolt should be torqued to 55 ft. lbs. (75nm.) and the bushing attachment should be 16 ft. lbs. (22nm.). A rule of thumb to keep in mind is that "nm." figures are always larger than "ft. lbs."

ETAK *FROM PAGE 31*

on the passenger side), an electronic compass (mounted on the roof under the headliner), and wheel sensors with magnetic tape mounted inside the two front wheel rims. Each Etak Map covers an area of 40 to 50 miles and are designed so that it is easy to change from one to another when traveling greater distances. Cassette maps are available for every major city in the USA. I purchased the Etak Navigator from a major automotive electronic supply company located in the Los Angeles area for an installed cost of approximately $2,200. Each cassette map tape was an additional $30. The display screen was originally mounted on a swivel gooseneck, but I decided to dash mount it as shown in the photos at an additional cost of $155.

Etak now has a new navigation system that utilizes signals from a satellite to locate your position. This eliminates the need for the cassette maps and other sensors. The cost for this system is around $3,500.

The Etak Navigation system has truly made driving in my DeLorean a safer and more enjoyable experience. I even feel like it may some day show me the way - - "Back to the Future".



ABOUT THE AUTHOR:

Tom Gomez is an original owner of his '81 DeLorean and has been a member of the DeLorean Owners Association since 1988. Tom drives his car daily, and has over 160,000 miles on the odometer. Tom regularly takes his DeLorean to the mountains during the snow season with absolutely no problems.

Several years ago (shortly after John DeLorean was accused), unbeknownst to Tom, his car, with a famous brand name Cola bumper sticker, was featured in a poster much to his displeasure. But that is another story. Tom and his wife, Barbara, are active members in Chapter 12, as well as new members of the National Board of Directors.

MORE TECH?

by David Knudson
Member Communications Director

As you may know, the Member Communications Committee receives, either directly or indirectly, all letters sent by members to the Association. With few exceptions, these letters are polite and thoughtful. Many offer ideas and suggestions. A few, criticism and praise.

All of the letters are read and answered as promptly as possible. They serve the extremely important purpose of helping the Board of Directors tailor the Association to the wishes of the members.The theme that is most common is, "Give me more technical information."

Disseminating technical information has always been one of the roles of the Association. In fact, throughout the years, DeLorean World has covered most repair and maintenance procedures that a nonprofessional can perform.

So, if you have been considering writing us a letter requesting more technical information from the Association, maybe this will steer you in the right direction and save you a little time.

Probably the best way to get tech input is at chapter and national get-togethers. You have a chance to discuss methods and alternatives with experienced owners in a hands-on environment.

Secondly, if you can't attend Association events, you might consider ordering a set of the back issues of DeLorean World. You'll have all the tech you'll probably ever need and then some. It will also give you an excellent picture of your Association.

Third, order a set of original DeLorean shop manuals. Several suppliers advertise them in DeLorean World.

Fourth, if you have a specific question, call one of the service centers who advertise in DeLorean World or drop a note to our Technical Director, Jon Spurlin at 8900 Oak Park Ave., Northridge, CA 91325.

As you can see, you really do have a wide range of tech choices. It's just a matter of taking advantage of them.

Comments?

Write David Knudson, Walker Knudson & Campbell, 2500 Wilshire Blvd., Suite 602, Los Angeles, CA 90057.

TECHNOLOGY UPDATE

Recently the Wall Street Journal reported that navigation systems may soon become common place in many new cars. Two systems are emerging - "Dead Reckoning System", (DRS) as used by Etak, General Motors, Honda, and Blaupunkt, a unit of Robert Bosch G.m.b.H; and "Global Positioning System" (GPS) as used by Pioneer Electronics and N.V. Philips.

Trimble Navigation, Rockwell International, and Magellan Systems recently supplied hand-held GPS receivers to the U.S. Troops in Operation Desert Storm to tap navigation satellites and determine their locations in the featureless desert. More about these fantastic navigation systems in another issue.

-Ray Haug

TURBOCHARGING A BRIEF EXPLANATION

BY BRUCE BENSON, CHAPTER 23 COORDINATOR, MINNESOTA

When the automotive press published their first impression of the DeLorean, they suggested the car was a bit under-powered. It had more than sufficient power for everyday driving, but its styling and chassis design conveyed expectations into the exotic car category. DMC insisted the car was to be marketed as an executive sports car and therefore had to be docile enough for pleasant everyday driving; not temperamental like many exotic cars. DMC even anticipated producing more automatic transmissions than 5 speeds. Public opinion seemed to follow the automotive press because orders for 5 speeds far outnumbered the automatics.

The company went ahead with plans for a turbocharged engine and a deal was cut with the now defunct Legend Industries to develop such an engine. Sadly, the whole thing fell apart with DMC's bankruptcy. Since then, many owners have opted to add turbochargers to their cars. Most of these people may not be familiar with the technical aspects of this, so a brief look at turbocharging and its maintenance requirements may be of interest to you.

Engine displacement is the volume, in cubic measurement, of the space between the top of the piston and the cylinder head, times the number of cylinders, measured when the piston is at the bottom of its stroke.

(1/2 x bore) sq. x 3.1416 x stroke x no. of cyl = displacement

Let's use the example of a 4 stroke engine displacing 100 cubic inches (1639 cu. cm.). Assuming 100% efficiency, this engine should, throughout the four strokes of its cylinders, intake, compress, combust, and exhaust 100 cubic inches of fuel mix every cycle. Everyday engines do not come anywhere near that efficiency. For years, the quest for efficiency was accomplished by increasing the engine's intake capacity; adding carburetion, improving intake manifolding, altering valve timing, enlarging valve size and changing ignition timing. Since what goes in must come out, the exhaust system had to be improved as well. These fixed mechanical changes were meant to supply the engine with its needs at maximum operating speed, so things had a tendency to get overloaded at low speeds. You've probably heard these modified engines load up while idling. Their operators have to continually rev them up to burn off the excess fuel to prevent plug fouling.

Today, with the advent of electronics, auto manufacturers are developing ingenious ways to continually adjust mechanical systems to satisfy engine requirements throughout the entire operating range. We're now seeing more efficient and economical engines that are pleasant for everyday driving, and have power outputs previously seen only in the temperamental, mechanically modified engines of yesterday. Somewhere in the interim, between these two extremes, an old idea was resurrected and brought into use on automobiles.

Turbochargers were used for 50 years on aircraft engines and later were put into use on diesel trucks. They utilize the free energy of the existing exhaust gases to run a supercharger that force feeds the engine to improve upon its efficiency. A turbo must first spin (spool up) to a speed sufficient to move the volumes of air needed to create a positive pressure build-up in the intake manifold. The brief moment this takes to happen is referred to as "turbo lag". The few moving parts in the turbo, which we'll call the rotating mass, must be of a particular size and shape to meet an individual engine's requirements. Reducing the size and weight of the rotating mass will reduce this turbo lag and increase the engine response. One way this is accomplished is to split the output requirements and weight of the rotating mass in half, and use twin turbos, each producing half of the single turbo's output. The end result is the same volume of air but the twins do it a little quicker.

These rotating masses spin at an excess of 100,000 rpms when producing maximum boost pressure. Roller bearings do not survive long at those speeds, so the rotating shaft in the turbo is floated in a thin film of oil which constantly flows through the center bearing area while the engine is running. When the engine is shut down, the oil flow stops. There are devices that can be added which will generate oil flow prior to start-up, and for a short time after engine shut down. I don't feel they're necessary IF you're disciplined in the operation of your car. When starting the engine DON'T rev it up until you have maximum oil pressure. DON'T rev it to boost levels until the oil is up to operating temperatures. DON'T rev the engine a last time prior to shut down. You'd be spinning the turbo up to speed and then shutting off its oil supply. ALLOW the engine oil to cool down somewhat prior to shut down by driving at slower speeds the last couple of miles, or allow the engine to idle for a few minutes before shut down. Hot oil has a tendency to turn to coke (particularly dirty oil) which can plug the small oil passages in the turbo bearing. CHANGE OIL every 3,000 miles religiously. Keep a clean air filter so you don't starve the turbocharger for air.

So far it doesn't sound too complicated, but there are some other things of which you should be aware. The process of compressing the air, particularly when using hot exhaust gases as the energy producer, increases the intake air temperature and reduces its density. Combining this with gasoline makes for a more volatile fuel mix which burns more rapidly and in an uncontrolled manner. When the ignition system ignites this force fed mixture, it combusts so rapidly that the piston is caught in its upstroke, while the combustion is trying to drive it down (pre-ignition). We hear pinging and rattling in the engine when this

CONTINUED ON PAGE 35

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TURBO *FROM PAGE 33*

happens and, if carried to an extreme, could do serious damage. The higher the ambient air temperature, the more severe the problem. One way this can be controlled is through the ignition system. There is an electronic control unit offered on the aftermarket that listens for this type of engine noise and momentarily retards ignition timing, allowing the piston to finish its upstroke, thereby stopping the pinging and rattling. It then restores proper ignition timing until it hears the pinging again. It can do this thousands of times in seconds.

The DeLorean engine is an odd firing engine. This means, very simply, that the degree of crankshaft rotation is not evenly spaced between cylinders in regards to ignition timing and piston location. Rotation between the first two cylinders firing is 100 degrees and the rotation between the firing of two and three is 140 degrees, then 100, then 140 and so on. This means any knock sensing device controlling this ignition system would have to be unique. The only one I am aware of was covered in the summer of '88 DeLorean World and is available through the DeLorean Motor Center.

There are so many more aspects of turbocharging including intercooling and fuel enrichment, but there just isn't room to cover it all in one brief article. The two best sources I have found on turbocharging and the Bosch fuel injection system are:

Turbochargers
by Hugh Macinnes
recently available from:
Turbo City, Inc.
1201 W. Katella
P.O. Box 6010
Orange, CA 92667
(714) 639-4933

Bosch Fuel Injection & Engine Management
by Charles O. Probst, SAE
recently available from:
Classic Motorbooks
P.O. Box 1/rt010
Osceloa, Wisc. 54020
1-800-826-6600

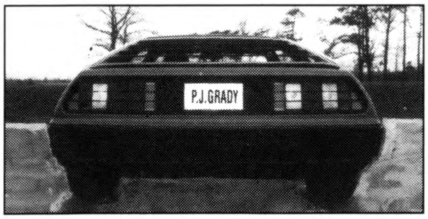
How does a DeLorean drive when turbocharged? The spring '85 issue of DeLorean World had a reprint of the Road & Track article on vin#000502, the car Legend Industries turbocharged. The article pointed out that to make great increases in horse power, using high boost levels, required extensive strengthening of the engine. The basic engine is, however, quite strong when boost levels are kept at a conservative 6.5 to 7 psi. Even at that level there is a noticeable increase in engine output. The ads for turbos speak of 200+ hp, but I haven't seen that much in the cars I've run across. Possibly, on a dynometer, under controlled conditions, you may test close to that, but my experience, in real world driving, has been about a 30% average increase in power. That's about a 40 hp increase and is noticeable. This varies with factors such as ambient air temperature and the fuel octane rating.

After driving with a turbo and watching the boost gauge (you should have a boost gauge), you'll learn to catch the boost and make the most of the turbo. The huge amount of torque we came to expect from the old V-8's isn't there, but when the boost comes up, you'll feel the extra power. The difference between the single and twins is

CONTINUED ON PAGE 38

EXCLUSIVE

Look Familiar?



Many DeLoreans develop chronic, inconsistent operation of brake and tail lamp lights. Sometimes they work, sometimes not. Repairing the faulty circuit boards doesn't always work and original replacements are no longer available.

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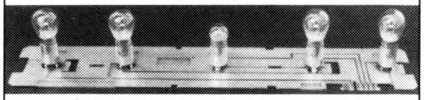

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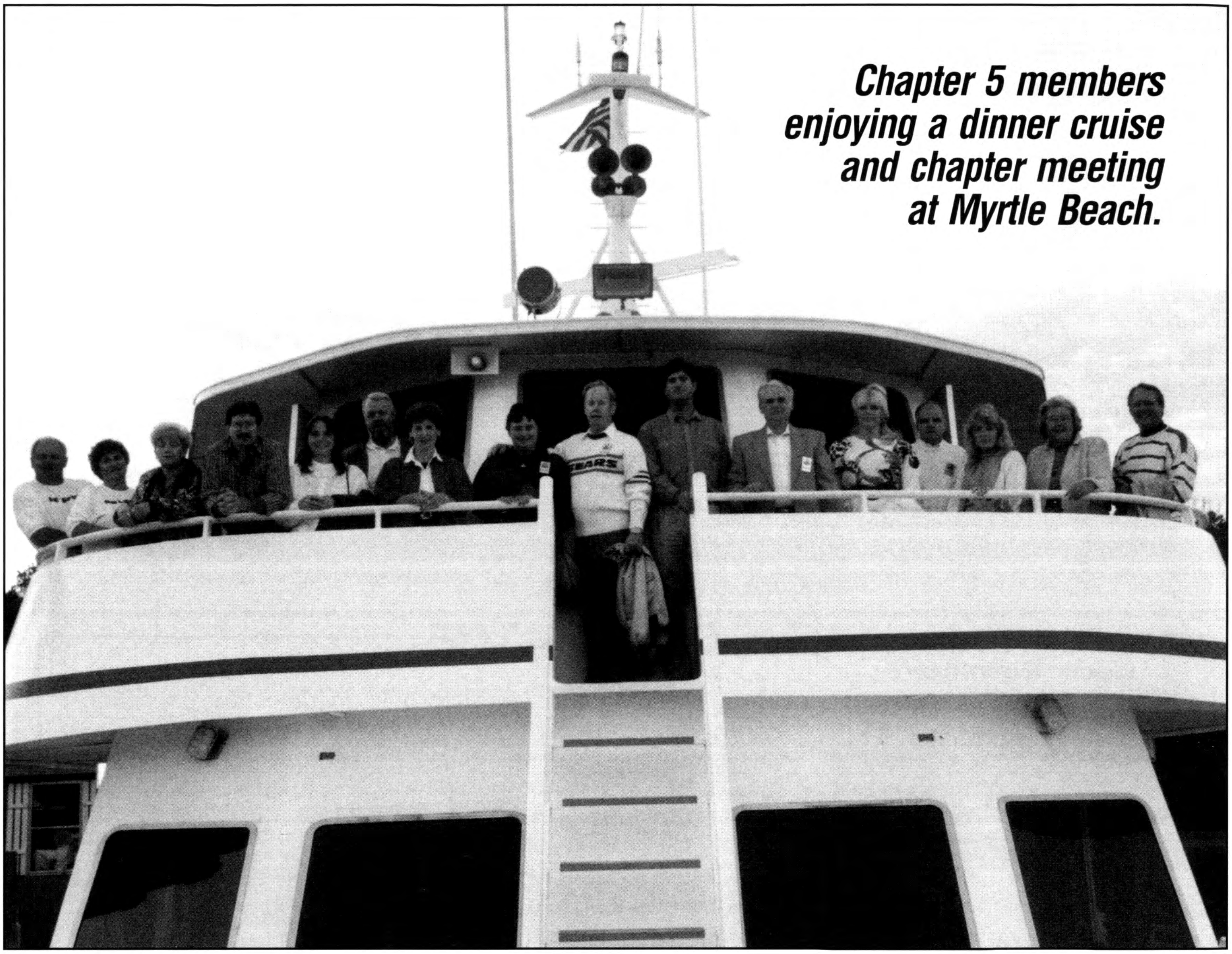

Chapter 5 members enjoying a dinner cruise and chapter meeting at Myrtle Beach.

LAURA WIDDEN

"... a very compatible group of widely diversified personalities."

CHAPTER 5 *FROM PAGE 15*

an. He put his car up for sale; a prospective buyer came to look; Ralph decides he can't part with the DeLorean Owners Association and he can't part with his car... so he talks the guy out of buying his DeLorean!"

"We are astonished at the span of interest in this car. It is across the board agewise; young and old were asking to sit in our DeLorean for photos when we drove back to this year's reunion at Ohio Wesleyan University," Simi said. She graduated with a Political Science major and has since served as Trustee of Ohio Wesleyan University, Director of the Pan-Hellenic Association, and advisor for Kappa Alpha Beta.

Referring to herself as a "full time volunteer", Simi is also a founding member of the approximately 12,000 population community of Worthington, OH, near Columbus, active in maintaining the historical village character of the town. "And," she continues, "being active on the State Board of The League of Women Voters has been one of the biggest challenges — gathering all those people and keep-

CHAPTER 5 *FROM PAGE 36*

Tom and Simi Long, Chapter 5 coordinators. Tom is a physicist and Simi currently a full-time volunteer. Both are enjoying their DeLorean to the fullest.

ing them committed to the program."

Dr. Tom Long, also a graduate of Ohio Wesleyan, completed his Ph.D. in Physics at Case Western Reserve in Cleveland, OH. As Director of the Department of Materials Technology for AT&T Bell Laboratories, his department was instrumental in the development of the first Transatlantic optical fiber cable. His voice lights up when he talks about how "the Transatlantic fiberoptic cable has revolutionized long distance communication, first introduced into service in 1988. That was a memorable day!"

Tom and Simi are just as animated when they talk about DeLoreans and the DeLorean Owners Association. With John Jordan (Activities and Public Relations), Gerri Houck (Secretary), and Milton Moore (Treasurer), Chapter 5 runs a full slate of activities.

Simi interjects, "Our members have a certain adventurous spirit that goes beyond the car. They are not foolishly adventurous...," she briefly pauses, "but they are willing to take a flyer."

For a final note, Tom summarizes, "I've never met a boring DeLorean owner. We are a very compatible group of widely diversified personalities."

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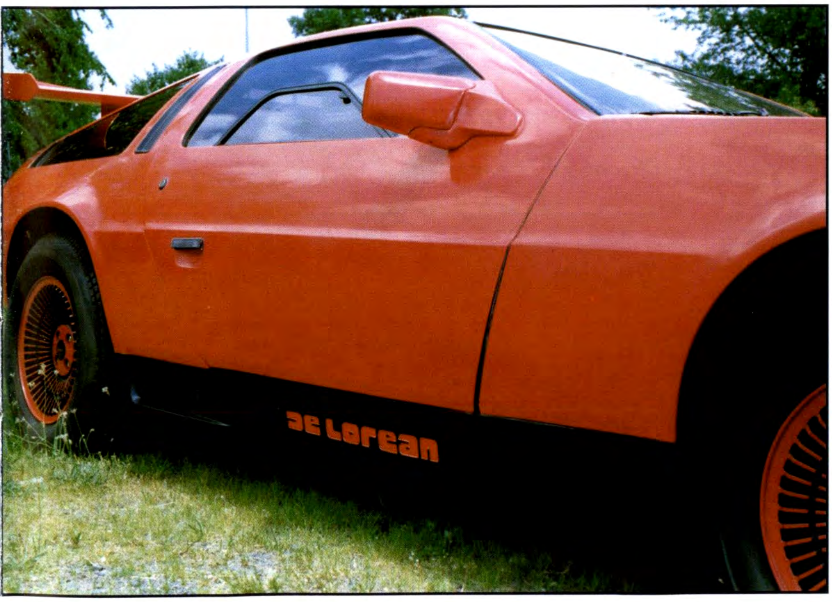

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TURBO

FROM PAGE 35

most noticed early on in the engine's power development. The twins boost a little quicker, but at high speeds the single is their equal. Neither is going to beat a Ferrari 308 in a race, but there is a noticeable improvement in performance. The twins are closer to what would have been a factory offering, but the single costs half the price. The twins are more difficult to install (and remove if you are ever so inclined). The federal emission laws may affect either, and if you have concerns along these lines, you'll have to check with the various vendors and installation shops. This article is by no means a complete study of turbocharging, but I hope it answers some questions.

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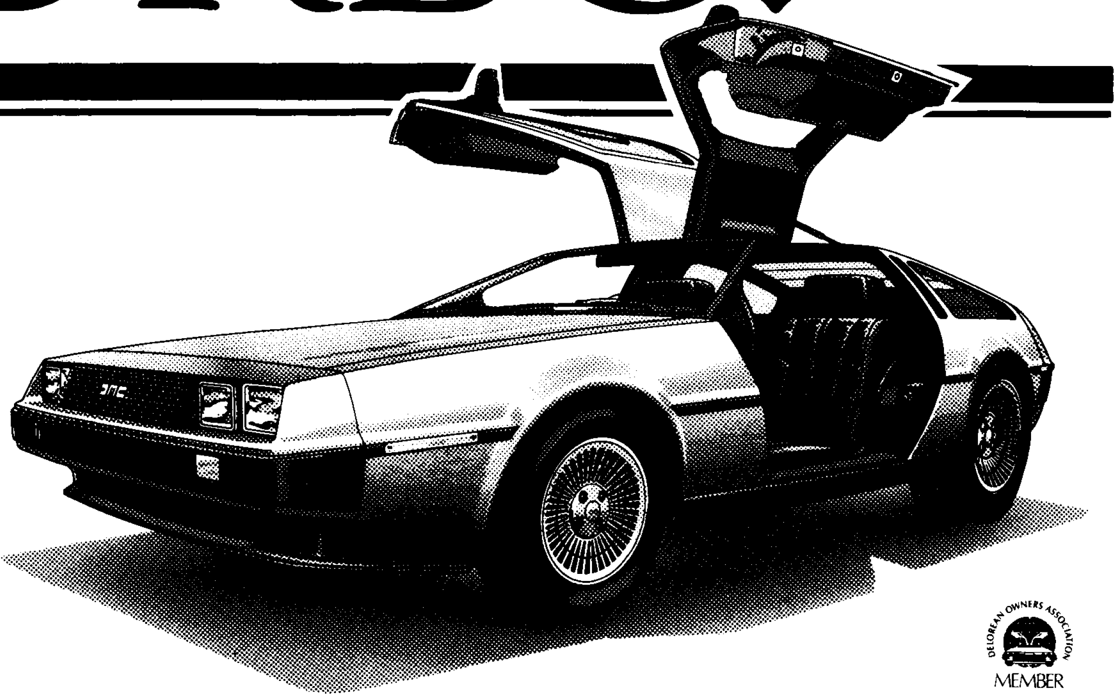

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